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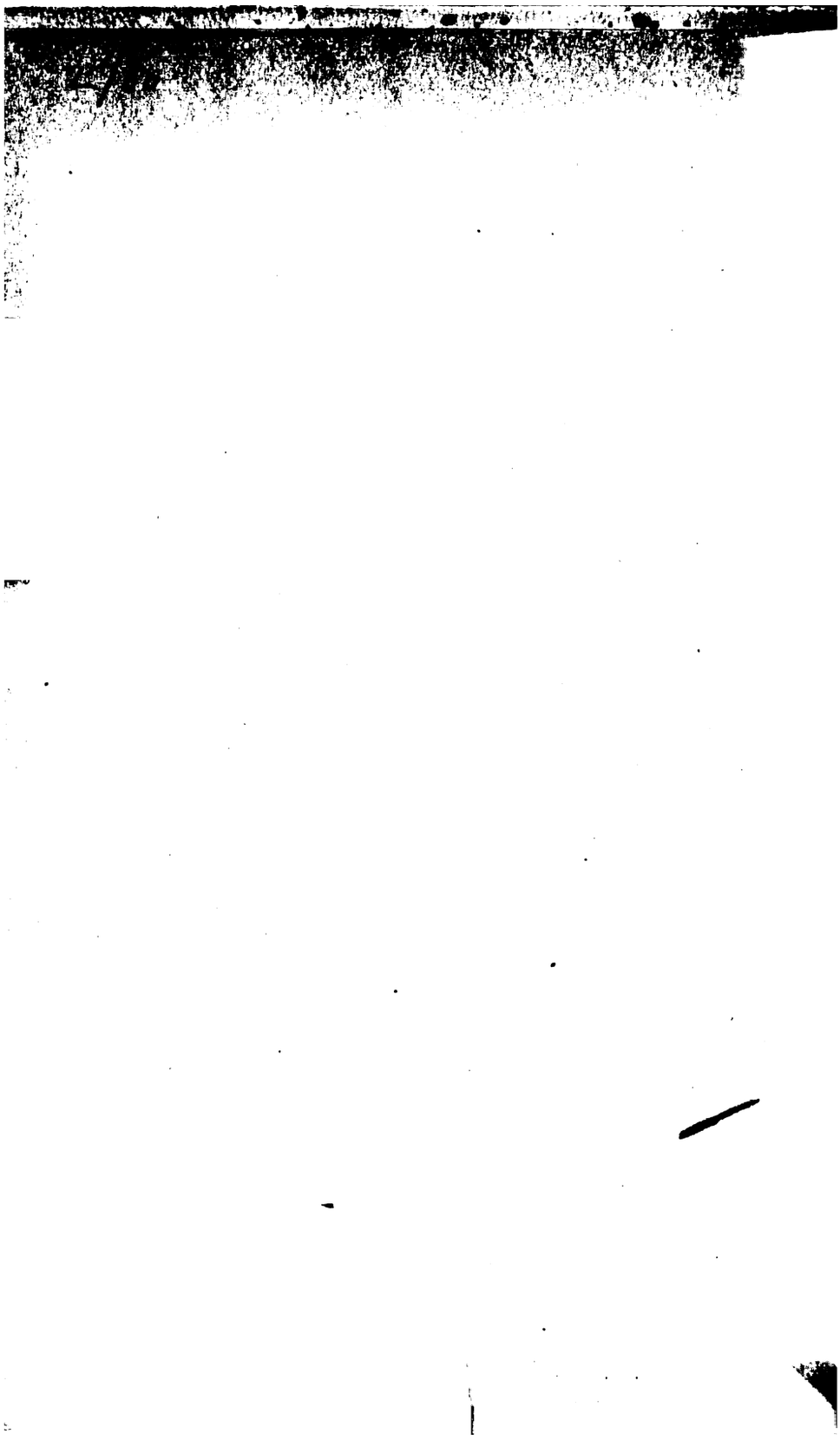

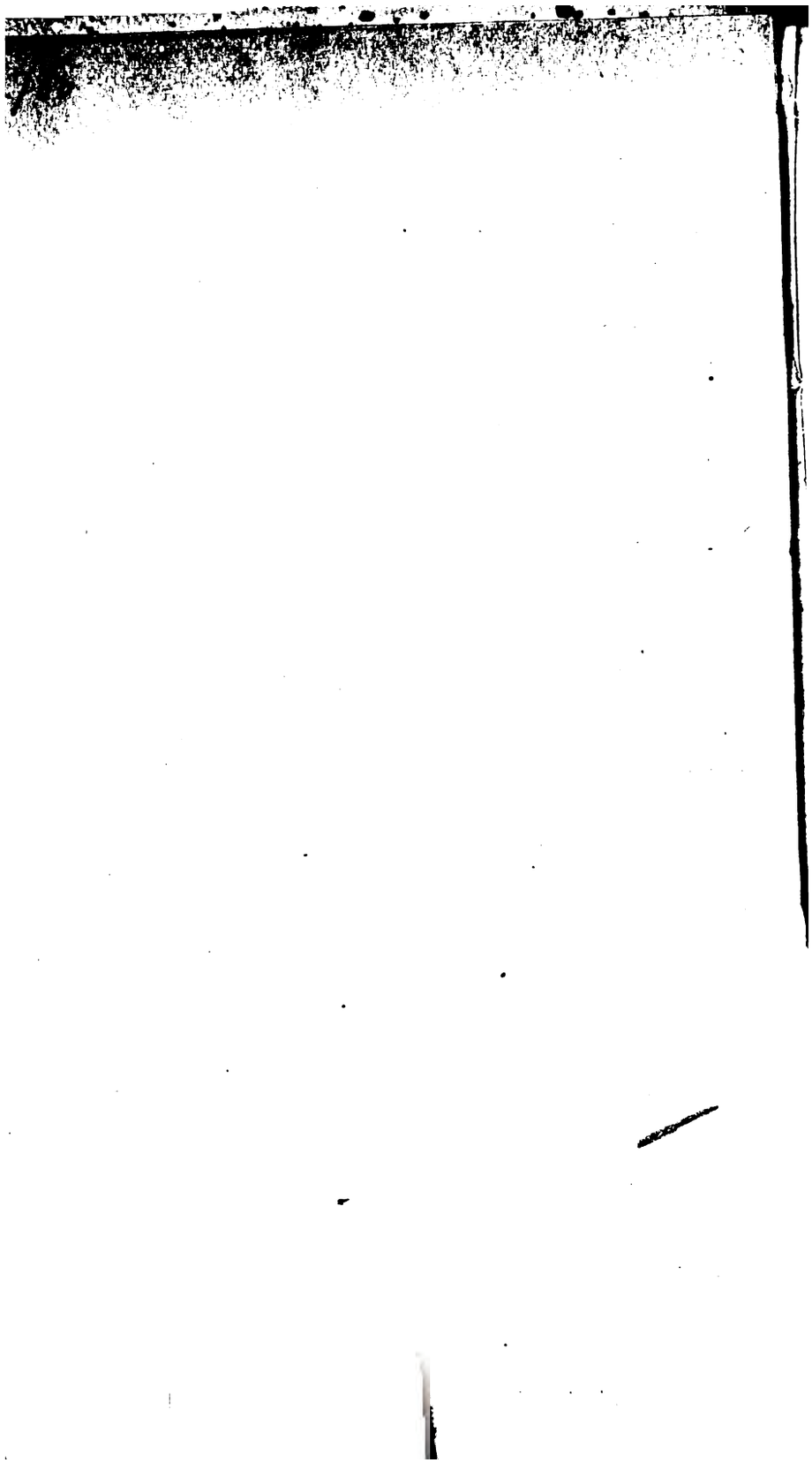

THE

MISCELLANEOUS DOCUMENTS

OF THE

HOUSE OF REPRESENTATIVES

FOR THE

FIRST SESSION OF THE FIFTY-FIRST CONGRESS.

1889-'90.

IN FORTY-SEVEN VOLUMES.

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LIST OF MEMBERS

OF THE

HOUSE OF REPRESENTATIVES OF THE UNITED STATES,

AND THEIR PLACES OF RESIDENCE,

DURING THE

FIFTY-FIRST CONGRESS.

(FIRST SESSION.)

Commencing December 2, 1889.

REPRESENTATIVES.

ALABAMA.

1. *Richard H. Clarke* ..... Mobile.
2. *Hilary A. Herbert* ..... Montgomery.
3. *William C. Oates* ..... Abbeville.
4. John V. McDuffie ..... Hayneville.
5. *James E. Cobb* ..... Tuskegee.
6. *John H. Bankhead* ..... Fayette C. H.
7. *William H. Forney* ..... Jacksonville.
8. *Joseph Wheeler* ..... Wheeler.

ARKANSAS.

1. LEWIS P. FEATHERSTON ..... Forrest City.
2.
3. *Thomas C. McRae* ..... Prescott.
4. *John H. Rogers* ..... Fort Smith.
5. *Samuel W. Peel* ..... Bentonville.

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1.
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3. Joseph McKenna ..... Suisun.
4. William W. Morrow ..... San Francisco.
5. *Thomas J. Clunie* ..... San Francisco.
6. William Vandever ..... San Buenaventura.

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2. *Washington F. Willcox* ..... Deep River.
3. Charles A. Russell ..... Killingly.
4. Frederick Miles ..... Chapinville

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2. *Robert Bullock* ..... Ocala.

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2. *Henry G. Turner* ..... Quitman.
3. *Charles F. Crisp* ..... Americus.
4. *Thomas W. Grimes* ..... Columbus.
5. *John D. Stewart* ..... Griffin.
6. *James H. Blount* ..... Macon.
7. *Judson C. Clements* ..... Rome.
8. *Henry H. Carlton* ..... Athens.
9. *Allen D. Candler* ..... Gainesville.
10. *George T. Barnes* ..... Augusta.

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2. *Frank Lawler* ..... Chicago.
3. William E. Mason ..... Chicago.
4. George E. Adams ..... Chicago.
5. Albert J. Hopkins ..... Aurora.
6. Robert R. Hitt ..... Mount Morris.
7. Thomas J. Henderson ..... Princeton.
8. Charles Augustus Hill ..... Joliet.
9. Lewis E. Payson ..... Pontiac.
10. Philip Sidney Post ..... Galesburgh.
11. William H. Gest ..... Rock Island.
12. *Scott Wike* ..... Pittsfield.
13. *Wm. M. Springer.* ..... Springfield.
14. Jonathan H. Rowell ..... Bloomington.
15. Joseph G. Cannon ..... Danville.
16. *George W. Fithian* ..... Newton.
17. *Edward Lane* ..... Hillsborough.
18. *William S. Forman* ..... Nashville.
19. *James R. Williams* ..... Carmi.
20. George W. Smith ..... Murphysborough.

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3. *Jason B. Brown* ..... Seymour.
4. *William S. Holman* ..... Aurora.
5. *George W. Cooper* ..... Columbus.
6. Thomas M. Browne ..... Winchester.
7. *William D. Bynum* ..... Indianapolis.
8. *Elijah V. Brookshire* ..... Crawfordsville.
9. Joseph B. Cheadle ..... Frankfort.
10. William D. Owen ..... Logansport.
11. *Augustus N. Martin* ..... Bluffton.
12. *Charles A. O. McClellan* ..... Auburn.
13. *Benjamin F. Shively* ..... South Bend.

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2. *Walter I. Hayes*.....Clinton.
3. David B. Henderson.....Dubuque.
4. Joseph H. Sweney.....Osage.
5. Daniel Kerr.....Grundy Centre.
6. John F. Lacey.....Oskaloosa.
8. James P. Flick.....Bedford.
9. Joseph R. Reed.....Council Bluffs.
10. Jonathan P. Dolliver.....Fort Dodge.
11. Isaac S. Struble.....Le Mars

KANSAS.

1. Edmund N. Morrill.....Hiawatha.
2. Edward H. Funston.....Iola.
3. Bishop W. Perkins.....Oswego.
4. Harrison Kelley.....Burlington.
5. John A. Anderson.....Manhattan.
7.
6. Erastus J. Turner.....Hoxie.
7. Samuel Ritter Peters.....Newton.

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2. *William T. Ellis*.....Owensborough.
3. *Isaac H. Goodnight*.....Franklin.
4. *Alexander B. Montgomery*.....Elizabethtown.
5. *Asher Graham Caruth*.....Louisville.
6. *Worth W. Dickerson*.....Williamstown.
7. *William C. P. Breckinridge*.....Lexington.
8. *James B. McCreary*.....Richmond.
9. *Thomas H. Paynter*.....Greenup.
10. John H. Wilson.....Barboursville.
11. H. Frank Finley.....Williamsburgh.

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2. Hamilton Dudley Coleman.....New Orleans.
3. *Andrew Price*.....Thibodeaux.
4. *Newton C. Blanchard*.....Shreveport.
5. *Charles J. Boatner*.....Monroe.
6. *Samuel M. Robertson*.....Baton Rouge.

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2. Nelson Dingley, jr.....Lewiston.
3. Seth L. Milliken.....Belfast.
4. Charles A. Boutelle.....Bangor.

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2. *Herman Stump*.....Belair.
3. *Harry Welles Rusk*.....Baltimore.
4. Henry Stockbridge, jr.....Baltimore.
5. Sydney E. Mudd.....Bryantown.
6. Louis E. McComas.....Hagerstown.

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2. Elijah A. Morse ..... Canton.
3. *John F. Andrew* ..... Boston.
4. *Joseph H. O'Neil* ..... Boston.
5. Nathaniel P. Banks ..... Waltham.
6. Henry Cabot Lodge ..... Nahant.
7. William Cogswell ..... Salem.
8. Frederic T. Greenhalge ..... Lowell.
9. John W. Candler ..... Brookline.
10. Joseph H. Walker ..... Worcester.
11. Rodney Wallace ..... Fitchburg.
12. Francis W. Rockwell ..... Pittsfield.

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2. Edward P. Allen ..... Ypsilanti.
3. James O'Donnell ..... Jackson.
4. Julius C. Burrows ..... Kalamazoo.
5. Charles E. Belknap ..... Grand Rapids.
6. Mark S. Brewer ..... Pontiac.
7. *Justin R. Whiting* ..... Saint Clair.
8. Aaron T. Bliss ..... East Saginaw.
9. Byron M. Cutcheon ..... Manistee.
10. Frank W. Wheeler ..... Bay City.
11. Samuel M. Stephenson ..... Menominee.

MINNESOTA.

1. Mark H. Dunnell ..... Owatonna.
2. John Lind ..... New Ulm.
3. Darwin S. Hall ..... Stewart.
4. Samuel P. Snider ..... Minneapolis.
5. Solomon G. Comstock ..... Moorhead.

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2. *Jas. Bright Morgan* ..... Hernando.
3. *Thos. C. Catchings* ..... Vicksburg.
4. *Clarke Lewis* ..... Macon.
5. *Chapman L. Anderson* ..... Kosciusko.
6. *Thomas R. Stockdale* ..... Summit.
7. *Charles E. Hooker* ..... Jackson.

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2. *Charles H. Mansur* ..... Chillicothe.
3. *Alexander M. Dockery* ..... Gallatin.
4. *Robert P. C. Wilson* ..... Platte City.
5. *John C. Tarsney* ..... Kansas City
6. *John T. Heard* ..... Sedalia.
7. *Richard H. Norton* ..... Troy.
8. Frederick G. Niedringhaus ..... Saint Louis.
9. Nathan Frank ..... Saint Louis.
10. William M. Kinsey ..... Saint Louis.
11. *Richard P. Bland* ..... Lebanon.
12. *William J. Stone* ..... Nevada.
13. William H. Wade ..... Springfield.
14.

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2. Gilbert L. Laws.....McCook.
3. George W. E. Dorsey.....Fremont.

NEVADA.

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2. Orren C. Moore.....Nashua.

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2. James Buchanan.....Trenton.
3. *Jacob A. Geissenhainer*.....Freehold
4. *Samuel Fowler*.....Newton.
5. Charles D. Beckwith.....Paterson.
6. Herman Lehlbach.....Newark.
7. *William McAdoo*.....Jersey City.

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2. *Felix Campbell*.....Brooklyn.
3. William C. Wallace.....Brooklyn.
4. *John M. Clancy*.....Brooklyn.
5. *Thomas F. Magner*.....Brooklyn.
6. *Charles H. Turner*.....New York.
7. *Edward J. Dunphy*.....New York.
8. *John H. McCarthy*.....New York.
9. *Amos J. Cummings*.....New York.
10. *Francis B. Spinola*.....New York.
11. *John Quinn*.....New York.
12. *Roswell P. Flower*.....New York.
13. *Ashbel P. Fitch*.....New York.
14. *William G. Stahlnecker*.....Yonkers.
15. Moses D. Stivers.....Middletown.
16. John H. Ketcham.....Dover Plains.
17. Charles J. Knapp.....Deposit.
18. John A. Quackenbush.....Schaghticoke.
19. *Charles Tracy*.....Albany.
20. John Sanford.....Amsterdam.
21. John H. Moffitt.....Chateaugay Lake.
22. Fred. Lansing.....Watertown.
23. James S. Sherman.....Utica.
24.
25. James J. Belden.....Syracuse.
26. Milton DeLano.....Canastota.
27. Sereno E. Payne.....Auburn.
28. Thomas S. Flood.....Elmira.
29. John Raines.....Canandaigua.
30. Charles S. Baker.....Rochester.
31. John G. Sawyer.....Albion.
32. John M. Farquhar.....Buffalo.
33. *John M. Wiley*.....Colden.
34. William G. Laidlaw.....Ellicottville.

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1. *Thomas G. Skinner* ..... Hertford.
2. Henry P. Cheatham ..... Henderson.
3. *Charles W. McClammy* ..... Scott's Hill.
4. *Benjamin H. Bunn* ..... Rocky Mount.
5. John M. Brower ..... Mount Airy.
6. *Alfred Rowland* ..... Lumberton.
7. *John S. Henderson* ..... Salisbury.
8. *William H. H. Cowles* ..... Wilkesborough.
9. Hamilton G. Ewart ..... Hendersonville.

NORTH DAKOTA.

1. Henry C. Hansbrough ..... Devil's Lake.

OHIO.

1. Benjamin Butterworth ..... Cincinnati.
2. John A. Caldwell ..... Cincinnati.
3. Elihu S. Williams ..... Troy.
4. *Samuel S. Yoder* ..... Lima.
5. *George E. Seney* ..... Tiffin.
6. Melvin M. Boothman ..... Bryan.
7. Henry L. Morey ..... Hamilton.
8. Robert P. Kennedy ..... Bellefontaine.
9. William C. Cooper ..... Mount Vernon.
10. *William E. Haynes* ..... Fremont.
11. Albert C. Thompson ..... Portsmouth.
12. Jacob J. Pugsley ..... Hillsborough.
13. *Joseph H. Outhwaite* ..... Columbus.
14. Charles P. Wickham ..... Norwalk.
15. Charles H. Grosvenor ..... Athens.
16. *James W. Owens* ..... Newark.
17. Joseph D. Taylor ..... Cambridge.
18. William McKinley, jr ..... Canton.
19. Ezra B. Taylor ..... Warren.
20. Martin L. Smyser ..... Wooster.
21. Theodore E. Burton ..... Cleveland.

OREGON.

1. Binger Hermann ..... Roseburgh.

PENNSYLVANIA.

1. Henry H. Bingham ..... Philadelphia.
2. Charles O'Neill ..... Philadelphia.
3. *Richard Vaux* ..... Philadelphia.
4. John E. Reyburn ..... Philadelphia.
5. Alfred C. Harmer ..... Philadelphia.
6. Smedley Darlington ..... West Chester.
7. Robert M. Yardley ..... Doylestown.
8. *William Mutchler* ..... Easton.
9. *David B. Brunner* ..... Reading.
10. Marriott Brosius ..... Lancaster.
11. Joseph A. Scranton ..... Scranton.
12. Edwin S. Osborne ..... Wilkes Barre.
13. *James B. Reilly* ..... Pottsville.
14. John W. Rife ..... Middletown.
15. Myron B. Wright ..... Susquehanna.
16. Henry C. McCormick ..... Williamsport.

17. *Charles R. Buckalew* ..... Bloomsburgh.
18. Louis E. Atkinson ..... Mifflintown.
19. *Levi Maish* ..... York.
20. Edward Scull ..... Summerset.
21. Samuel A. Craig ..... Brookville.
22. John Dalzell ..... Pittsburgh.
23. Thomas M. Bayne ..... Bellevue.
24. Joseph Warren Ray ..... Waynesburgh.
25. Charles C. Townsend ..... New Brighton.
26. William C. Culbertson ..... Girard.
27.
28. *James Kerr* ..... Clearfield.

RHODE ISLAND.

1. Henry J. Spooner ..... Providence.
2. Warren O. Arnold ..... Gloucester.

SOUTH CAROLINA.

1. *Samuel Dibble* ..... Orangeburgh.
2. *George D. Tillman* ..... Clark's Hill.
3. *James S. Cothran* ..... Abbeville C. H.
4. *William H. Perry* ..... Greenville.
5. *John J. Hemphill* ..... Chester.
6. *George W. Dargan* ..... Darlington.
7. Thomas E. Miller ....

SOUTH DAKOTA.

1. Oscar S. Gifford ..... Canton.
2. John A. Pickler ..... Faulkton.

TENNESSEE.

1. Alfred A. Taylor ..... Johnson City.
2. Leonidas C. Houk ..... Knoxville.
3. H. Clay Evans ..... Chattanooga.
4. *Benton McMillin* ..... Carthage.
5. *James D. Richardson* ..... Murfreesborough.
6. *Joseph E. Washington* ..... Cedar Hill.
7. *Washington C. Whitthorne* ..... Columbia.
8. *Benjamin A. Enloe* ..... Jackson.
9. *Rice A. Pierce* ..... Union City.
10. *James Phelan* ..... Memphis.

TEXAS.

1. *Charles Stewart* ..... Houston.
2. *William H. Martin* ..... Athens.
3. *Constantine B. Kilgore* ..... Will's Point.
4. *David B. Culberson* ..... Jefferson.
5. *Silas Hare* ..... Sherman.
6. *Jo Abbott* ..... Hillsborough.
7. *William H. Crain* ..... Cuero.
8. *Littleton W. Moore* ..... La Grange.
9. *Roger Q. Mills* ..... Corsicana.
10. *Joseph D. Sayers* ..... Bastrop.
11. *Samuel W. T. Lanham* ..... Weatherford.

VERMONT.

1. John W. Stewart ..... Middlebury.
2. William W. Grout ..... Barton.

VIRGINIA.

1. Thomas H. Bayly Browne.....Accomack.
2. George E. Bowden.....Norfolk.
3. Edmund Waddill, jr.....Richmond.
4. John M. Langston.....Petersburgh.
5. *Posey G. Lester*.....Floyd C. H.
6. *Paul C. Edmunds*.....Halifax C. H.
7. *Charles T. O'Ferrall*.....Harrisonburgh.
8. *William H. F. Lee*.....Burke's Station.
9. *John A. Buchanan*.....Abingdon.
10. *Henry St. George Tucker*.....Staunton.

WASHINGTON.

1. John L. Wilson.....Spokane Falls.

WEST VIRGINIA.

1. George. W. Atkinson.....Wheeling.
2. *William L. Wilson*.....Charlestown.
3. *John D. Alderson*.....Nicholas C. H.
4. Charles B. Smith.....Parkersburgh.

WISCONSIN.

1. Lucien B. Caswell.....Fort Atkinson.
2. *Charles Barwig*.....Mayville.
3. Robert M. La Follette.....Madison.
4. Isaac W. Van Schaick.....Milwaukee.
5. *George H. Brickner*.....Sheboygan Falls.
6. Charles B. Clark.....Neenah.
7. Ormsby B. Thomas.....Prairie du Chien.
8. Nils P. Haugen.....River Falls.
9. Myron H. McCord.....Merrill.

LIST OF DELEGATES.

ARIZONA.

Marcus A. Smith.....Tombstone.

IDAHO.

Fred. T. Du Bois.....Blackfoot.

NEW MEXICO.

Antonio Joseph.....Ojo Caliente.

UTAH.

John T. Caine.....Salt Lake.

WYOMING.

Joseph M. Carey.....Cheyenne.

OCT. 1, 1890.

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51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 2.

STANDING AND SELECT COMMITTEES.

House of Representatives, Fifty-first Congress, First Session.

COMMITTEE ON ELECTIONS.

Jonathan H. Rowell.....Of Illinois.
Leonidas C. Houk.....Of Tennessee.
William C. Cooper.....Of Ohio.
Nils P. Haugen.....Of Wisconsin.
John F. Lacey.....Of Iowa.
John Dalzell.....Of Pennsylvania.
Chris. A. Bergen.....Of New Jersey.
F. T. Greenhalge.....Of Massachusetts.
S. G. Comstock.....Of Minnesota.
Charles F. Crisp.....Of Georgia.
Charles T. O'Ferrall.....Of Virginia.
Joseph H. Outhwaite.....Of Ohio.
Levi Maish.....Of Pennsylvania.
L. W. Moore.....Of Texas.
Robert P. C. Wilson.....Of Missouri.

COMMITTEE ON WAYS AND MEANS.

William McKinley, jr.....Of Ohio.
Julius C. Burrows.....Of Michigan.
Thomas M. Bayne.....Of Pennsylvania.
Nelson Dingley, jr.....Of Maine.
Joseph McKenna.....Of California.
Sereno E. Payne.....Of New York.
Robert M. La Follette.....Of Wisconsin.
John H. Gear.....Of Iowa.
Roger Q. Mills.....Of Texas.
Benton McMillin.....Of Tennessee.
Roswell P. Flower.....Of New York.
Henry G. Turner.....Of Georgia.

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David B. Henderson.....Of Iowa.
Samuel R. Peters.....Of Kansas.
William Cogswell.....Of Massachusetts.
James J. Belden.....Of New York.
W. W. Morrow.....Of California.
Mark S. Brewer.....Of Michigan.
William H. Forney.....Of Alabama.
Joseph D. Sayers.....Of Texas.
Judson C. Clements.....Of Georgia.
William C. P. Breckinridge.....Of Kentucky.
Alexander M. Dockery.....Of Missouri.
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John W. Stewart.....Of Vermont.
Lucien B. Caswell.....Of Wisconsin.
George E. Adams.....Of Illinois.
James Buchanan.....Of New Jersey.
Albert C. Thompson.....Of Ohio.
H. C. McCormick.....Of Pennsylvania.
James S. Sherman.....Of New York.
Joseph R. Reed.....Of Iowa.
David B. Culberson.....Of Texas.
William C. Oates.....Of Alabama.
John H. Rogers.....Of Arkansas.
William L. Wilson.....Of West Virginia.
John S. Henderson.....Of North Carolina.
John D. Stewart.....Of Georgia.

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Joseph H. Walker.....Of Massachusetts.
Myron B. Wright.....Of Pennsylvania.
H. Clay Evans.....Of Tennessee.
George W. Dargan.....Of South Carolina.
James W. Covert.....Of New York.
Benjamin F. Shively.....Of Indiana.
Scott Wike.....Of Illinois.
William E. Haynes.....Of Ohio.
William C. Cooper.....Of Ohio.

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Joseph H. Walker.....Of Massachusetts.
Thomas H. Carter.....Of Montana.
S. G. Comstock.....Of Minnesota.
Horace F. Bartine.....Of Nevada.
Charles J. Knapp.....Of New York.
Abner Taylor.....Of Illinois.
Richard P. Bland.....Of Missouri.
Charles Tracey.....Of New York.
W. F. Willcox.....Of Connecticut.
James R. Williams.....Of Illinois.
Antonio Joseph.....Of New Mexico.
Richard Vaux.....Of Pennsylvania.

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Charles O'Neill.....Of Pennsylvania.
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John Lind.....Of Minnesota.
Charles S. Randall.....Of Massachusetts.
Henry Stockbridge, jr.....Of Maryland.
Joseph H. Sweney.....Of Iowa.
Felix Campbell.....Of New York.
Henry G. Turner.....Of Georgia.
James Phelan.....Of Tennessee.
John H. O'Neall.....Of Indiana.
Theodore S. Wilkinson.....Of Louisiana.
Robert H. M. Davidson.....Of Florida.

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Charles B. Clark.....Of Wisconsin.
Samuel M. Stephenson.....Of Michigan.
John H. Moffitt.....Of New York.
Chas. C. Townsend.....Of Pennsylvania.
F. G. Niedringhaus.....Of Missouri.
Newton C. Blanchard.....Of Louisiana.
Charles Stewart.....Of Texas.
Thomas C. Catchings.....Of Mississippi.
Charles H. Gibson.....Of Maryland.
Rufus E. Lester.....Of Georgia.
Richard H. Clarke.....Of Alabama.

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Charles B. Clark.....Of Wisconsin.
F. W. Wheeler.....Of Michigan.
Hamilton G. Ewart.....Of North Carolina.
Amos J. Cummings.....Of New York.
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William H. Hatch.....Of Missouri.
William G. Stahlnecker.....Of New York.
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Antonio Joseph.....Of New Mexico.

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Albert C. Thompson.....Of Ohio.
Joseph A. Scranton.....Of Pennsylvania.
H. Dudley Coleman.....Of Louisiana.
James B. McCreary.....Of Kentucky.
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J. Logan Chipman.....Of Michigan.
Ashbel P. Fitch.....Of New York.
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Henry J. Spooner.....Of Rhode Island.
Elihu S. Williams.....Of Ohio.
Fred. Lansing.....Of New York.
S. P. Snider.....Of Minnesota.
William M. Kinsey.....Of Missouri.
Francis B. Spinola.....Of New York.
Joseph Wheeler.....Of Alabama.
S. W. T. Lanham.....Of Texas.
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Joseph M. Carey.....Of Wyoming.

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H. Clay Evans ..... Of Tennessee.
C. D. Beckwith ..... Of New Jersey.
John L. Wilson ..... Of Washington.
James H. Blount ..... Of Georgia.
Walter I. Hayes ..... Of Iowa.
William H. Crain ..... Of Texas.
Chapman L. Anderson ..... Of Mississippi.
A. B. Montgomery ..... Of Kentucky.
John T. Caine ..... Of Utah.
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Erastus J. Turner ..... Of Kansas.
Darwin S. Hall ..... Of Minnesota.
John F. Lacey ..... Of Iowa.
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Hosea Townsend ..... Of Colorado.
William S. Holman ..... Of Indiana.
William J. Stone ..... Of Missouri.
Thomas C. McRae ..... Of Arkansas.
Thomas R. Stockdale ..... Of Mississippi.
John Quinn ..... Of New York.
Joseph M. Carey ..... Of Wyoming.

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Bishop W. Perkins.....Of Kansas.
Oscar S. Gifford.....Of South Dakota.
Alfred C. Harmer.....Of Pennsylvania.
Warren O. Arnold.....Of Rhode Island.
M. M. Boothman.....Of Ohio.
Darwin S. Hall.....Of Minnesota.
Myron H. McCord.....Of Wisconsin.
John L. Wilson.....Of Washington.
Samuel W. Peel.....Of Arkansas.
John M. Allen.....Of Mississippi.
Benjamin F. Shively.....Of Indiana.
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Silas Hare.....Of Texas.
Fred T. Dubois.....Of Idaho.

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George W. E. Dorsey.....Of Nebraska.
Henry L. Morey.....Of Ohio.
John W. Rife.....Of Pennsylvania.
Bishop W. Perkins.....Of Kansas.
Alonzo Nute.....Of New Hampshire.
George W. Smith.....Of Illinois.
William M. Springer.....Of Illinois.
George T. Barnes.....Of Georgia.
C. B. Kilgore.....Of Texas.
Charles H. Mansur.....Of Missouri.
Joseph E. Washington.....Of Tennessee.
Fred T. Dubois.....Of Idaho.

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Sereno E. Payne.....Of New York.
Byron M. Cutcheon.....Of Michigan.
John A. Caldwell.....Of Ohio.
Charles S. Randall.....Of Massachusetts.
Joseph H. Sweney.....Of Iowa.
William C. Wallace.....Of New York.
Gilbert L. Laws.....Of Nebraska.
James E. Cobb.....Of Alabama.
C. A. O. McClellan.....Of Indiana.
P. G. Lester.....Of Virginia.
Rufus E. Lester.....Of Georgia.
L. P. Featherston.....Of Arkansas.

COMMITTEE ON MANUFACTURES.

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Ezra B. Taylor.....Of Ohio.
Warren O. Arnold.....Of Rhode Island.
Elijah A. Morse.....Of Massachusetts.
John Sanford.....Of New York.
William L. Wilson.....Of West Virginia.
William D. Bynum.....Of Indiana.
James R. Williams.....Of Illinois.
Thomas W. Grimes.....Of Georgia.
Samuel Fowler.....Of New Jersey.
Charles B. Smith.....Of West Virginia.

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William Vandever.....Of California.
William H. Gest.....Of Illinois.
Hosea Townsend.....Of Colorado.
William M. Kinsey.....Of Missouri.
Samuel M. Stephenson.....Of Michigan.
Henry Stockbridge, jr.....Of Maryland.
Myron H. McCord.....Of Wisconsin.
Alfred Rowland.....Of North Carolina.
Justin R. Whiting.....Of Michigan.
James B. Reilly.....Of Pennsylvania.
George W. Cooper.....Of Indiana.
Marcus A. Smith.....Of Arizona.

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Herman Lehlbach.....Of New Jersey.
Philip S. Post.....Of Illinois.
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Smedley Darlington.....Of Pennsylvania.
Daniel Kerr.....Of Iowa.
J. A. Quackenbush.....Of New York.
Oscar S. Gifford.....Of South Dakota.
Samuel Dibble.....Of South Carolina.
John H. Bankhead.....Of Alabama.
Jo Abbott.....Of Texas.
Thomas J. Clunie.....Of California.
Clarke Lewis.....Of Mississippi.

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William E. Mason.....Of Illinois.
Frederick Miles.....Of Connecticut.
Henry L. Morey.....Of Ohio.
John Raines.....Of New York.
Orren C. Moore.....Of New Hampshire.
Rodney Wallace.....Of Massachusetts.
James P. Flick.....Of Iowa.
William H. Crain.....Of Texas.
Marion Biggs.....Of California.
George W. Cooper.....Of Indiana.
Joseph H. O'Neil.....Of Massachusetts.
James B. Reilly.....Of Pennsylvania.

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Edward Scull.....Of Pennsylvania.
H. Dudley Coleman.....Of Louisiana.
John H. Wilson.....Of Kentucky.
Leonidas C. Houk.....Of Tennessee.
John M. Brower.....Of North Carolina.
F. G. Niedringhaus.....Of Missouri.
C. D. Beckwith.....Of New Jersey.
Frank Lawler.....Of Illinois.
Thomas R. Stockdale.....Of Mississippi.
Richard H. Norton.....Of Missouri.
Charles J. Boatner.....Of Louisiana.
George H. Brickner.....Of Wisconsin.

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Joseph D. Taylor.....Of Ohio.
Henry C. McCormick.....Of Pennsylvania.
Louis E. McComas.....Of Maryland.
Wm. W. Grout.....Of Vermont.
Joseph H. Sweney.....Of Iowa.
Gilbert L. Laws.....Of Nebraska.
H. P. Cheatham.....Of North Carolina.
Allen D. Candler.....Of Georgia.
Asher G. Caruth.....Of Kentucky.
James E. Cobb.....Of Alabama.
John B. Penington.....Of Delaware.
J. A. Geissenhainer.....Of New Jersey.

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James Buchanan.....Of New Jersey.
John M. Farquhar.....Of New York.
Nils P. Haugen.....Of Wisconsin.
Edwin S. Osborne.....Of Pennsylvania.
William H. Gest.....Of Illinois.
William J. Connell.....Of Nebraska.
Aaron T. Bliss.....Of Michigan.
Allen D. Candler.....Of Georgia.
Robert H. M. Davidson.....Of Florida.
Thomas C. Catchings.....Of Mississippi.
Charles H. Turner.....Of New York.
William Mutchler.....Of Pennsylvania.

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Leonidas C. Houk ..... Of Tennessee.
Thomas J. Henderson ..... Of Illinois.
Robert P. Kennedy ..... Of Ohio.
Mark S. Brewer ..... Of Michigan.
Moses D. Stivers ..... Of New York.
Marriott Brosius ..... Of Pennsylvania.
Harrison Kelley ..... Of Kansas.
William H. Forney ..... Of Alabama.
George E. Seney ..... Of Ohio.
Charles H. Gibson ..... Of Maryland.
Newton C. Blanchard ..... Of Louisiana.
Charles Stewart ..... Of Texas.

COMMITTEE ON PATENTS.

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James Buchanan ..... Of New Jersey.
William E. Simonds ..... Of Connecticut.
Samuel R. Peters ..... Of Kansas.
W. C. Culbertson ..... Of Pennsylvania.
F. G. Niedringhaus ..... Of Missouri.
Charles E. Belknap ..... Of Michigan.
H. Clay Evans ..... Of Tennessee.
George D. Tillman ..... Of South Carolina.
William H. H. Cowles ..... Of North Carolina.
J. A. Buchanan ..... Of Virginia.
William H. Martin ..... Of Texas.
John M. Wiley ..... Of New York.

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Samuel A. Craig ..... Of Pennsylvania.
Alonzo Nute ..... Of New Hampshire.
Charles E. Belknap ..... Of Michigan.
James P. Flick ..... Of Iowa.
Alfred A. Taylor ..... Of Tennessee.
John H. Wilson ..... Of Kentucky.
Gilbert L. Laws ..... Of Nebraska.
Samuel S. Yoder ..... Of Ohio.
Edward Lane ..... Of Illinois.
I. H. Goodnight ..... Of Kentucky.
Charles H. Turner ..... Of New York.
Clarke Lewis ..... Of Mississippi.
Augustus N. Martin ..... Of Indiana.

COMMITTEE ON PENSIONS.

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H. F. Finley.....Of Kentucky.
Edward Scull.....Of Pennsylvania.
Martin L. Smyser.....Of Ohio.
Isaac W. Van Schaick.....Of Wisconsin.
Charles S. Randall.....Of Massachusetts.
Charles A. Hill.....Of Illinois.
T. H. B. Browne.....Of Virginia.
John S. Henderson.....Of North Carolina.
William H. Martin.....Of Texas.
Charles Barwig.....Of Wisconsin.
Richard H. Norton.....Of Missouri.
William F. Parrett.....Of Indiana.

COMMITTEE ON CLAIMS.

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M. M. Boothman.....Of Ohio.
H. F. Finley.....Of Kentucky.
Joseph W. Ray.....Of Pennsylvania.
Hamilton G. Ewart.....Of North Carolina.
George W. Smith.....Of Illinois.
John L. Wilson.....Of Washington.
Theodore E. Burton.....Of Ohio.
Charles H. Mansur.....Of Missouri.
B. H. Bunn.....Of North Carolina.
W. F. Willcox.....Of Connecticut.
Henry H. Carlton.....Of Georgia.
E. J. Dunphy.....Of New York.
John C. Tarsney.....Of Missouri.
John R. Reyburn.....Of Pennsylvania.

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Charles H. Grosvenor.....Of Ohio.
John M. Brower.....Of North Carolina.
William H. Gest.....Of Illinois.
William E. Simonds.....Of Connecticut.
W. C. Culbertson.....Of Pennsylvania.
Alfred A. Taylor.....Of Tennessee.
J. P. Dolliver.....Of Iowa.
William J. Stone.....Of Kentucky.
Levi Maish.....Of Pennsylvania.
Benjamin A. Enloe.....Of Tennessee.
Francis B. Spinola.....Of New York.
Jason B. Brown.....Of Indiana.

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George W. E. Dorsey.....Of Nebraska.
Charles P. Wickham.....Of Ohio.
John H. Gear.....Of Iowa.
Edward H. Funston.....Of Kansas.
Marriott Brosius.....Of Pennsylvania.
Fred. Lansing.....Of New York.
Hamilton G. Ewart.....Of North Carolina.
William Mutchler.....Of Pennsylvania.
John D. Alderson.....Of West Virginia.
A. B. Montgomery.....Of Kentucky.
Rice A. Pierce.....Of Tennessee.
David B. Brunner.....Of Pennsylvania.
Marcus A. Smith.....Of Arizona.

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Louis E. Atkinson.....Of Pennsylvania.
Philip S. Post.....Of Illinois.
Milton De Lano.....Of New York.
S. P. Snider.....Of Minnesota.
Theodore E. Burton.....Of Ohio.
Orren C. Moore.....Of New Hampshire.
John J. Hemphill.....Of South Carolina.
John T. Heard.....Of Missouri.
W. H. F. Lee.....Of Virginia.
Felix Campbell.....Of New York.
William T. Ellis.....Of Kentucky.
Sydney E. Mudd.....Of Maryland.

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Thomas M. Browne.....Of Indiana.
H. F. Finley.....Of Kentucky.
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J. A. Quackenbush.....Of New York.
Martin L. Smyser.....Of Ohio.
John W. Stewart.....Of Vermont.
Chris. A. Bergen.....Of New Jersey.
F. T. Greenhalge.....Of Massachusetts.
James E. Cobb.....Of Alabama.
T. J. Magner.....Of New York.
Robert Bullock.....Of Florida.
Paul C. Edmunds.....Of Virginia.
Thomas H. Paynter.....Of Kentucky.

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Robert R. Hitt.....Of Illinois.
James O'Donnell.....Of Michigan.
Marion Biggs.....Of California.
George H. Brickner.....Of Wisconsin.
Charles J. Boatner.....Of Louisiana.

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Thomas M. Browne ..... Of Indiana.
William Cogswell ..... Of Massachusetts.
Joseph H. Outhwaite ..... Of Ohio.
Robert P. C. Wilson ..... Of Missouri.

COMMITTEE ON EXPENDITURES IN THE WAR DEPARTMENT.

Robert M. Yardley ..... Of Pennsylvania.
John H. Moffitt ..... Of New York.
Lewis E. Payson ..... Of Illinois.
John L. Wilson ..... Of Washington.
William C. P. Breckinridge ..... Of Kentucky.
Robert Bullock ..... Of Florida.
B. H. Bunn ..... Of North Carolina.

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Judson C. Clements ..... Of Georgia.
James S. Cothran ..... Of South Carolina.
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Thomas S. Flood ..... Of New York.
Benton McMillin ..... Of Tennessee.
Samuel W. Peel ..... Of Arkansas.

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Frederick Miles ..... Of Connecticut.
Joseph R. Reed ..... Of Iowa.
James D. Richardson ..... Of Tennessee.
James W. Owens ..... Of Ohio.
Thomas C. McRae ..... Of Arkansas.

COMMITTEE ON EXPENDITURES IN THE DEPARTMENT OF JUSTICE.

James S. Sherman ..... Of New York.
John H. Gear ..... Of Iowa.
Charles A. Boutelle ..... Of Maine.
Francis W. Rockwell ..... Of Massachusetts.
John C. Tarsney ..... Of Missouri.
William H. Perry ..... Of South Carolina.
P. G. Lester ..... Of Virginia.

COMMITTEE ON EXPENDITURES IN THE DEPARTMENT OF AGRICULTURE.

Robert M. La Follette....Of Wisconsin.
John Raines....Of New York.
Elijah A. Morse....Of Massachusetts.
W. C. Culbertson....Of Pennsylvania.
Edward Lane....Of Illinois.
J. Logan Chipman....Of Michigan.
Asher G. Caruth....Of Kentucky.

COMMITTEE ON EXPENDITURES ON PUBLIC BUILDINGS.

Thomas S. Flood....Of New York.
Abner Taylor....Of Illinois.
William J. Connell....Of Nebraska.
H. P. Cheatham....Of North Carolina.
Joseph H. O'Neil....Of Massachusetts.
J. M. Wiley....Of New York.
Andrew Price....Of Louisiana.

COMMITTEE ON RULES.

The Speaker....
William McKinley, jr....Of Ohio.
Joseph G. Cannon....Of Illinois.
James H. Blount....Of Georgia.
Benton McMillin....Of Tennessee.

COMMITTEE ON ACCOUNTS.

Henry J. Spooner....Of Rhode Island.
M. M. Boothman....Of Ohio.
Harrison Kelley....Of Kansas.
Myron H. McCord....Of Wisconsin.
H. T. Hansbrough....Of North Dakota.
Walter I. Hayes....Of Iowa.
Thomas W. Grimes....Of Georgia.
W. H. F. Lee....Of Virginia.
James Kerr....Of Pennsylvania.

COMMITTEE ON MILEAGE.

John Lind....Of Minnesota.
Charles C. Townsend....Of Pennsylvania.
Rodney Wallace....Of Massachusetts.
Thomas J. Clunie....Of California.
John B. Penington....Of Delaware.

COMMITTEE ON THE LIBRARY.

Charles O'Neill....Of Pennsylvania.
John Sanford....Of New York.
Robert H. M. Davidson....Of Florida.

COMMITTEE ON PRINTING.

Charles A. Russell....Of Connecticut.
Moses D. Stivers....Of New York.
James D. Richardson....Of Tennessee.

COMMITTEE ON ENROLLED BILLS.

Robert P. Kennedy....Of Ohio.
Charles C. Townsend....Of Pennsylvania.
Orren C. Moore....Of New Hampshire.
C. B. Kilgore....Of Texas.
James R. Williams....Of Illinois.

SELECT COMMITTEES.

COMMITTEE ON REFORM IN THE CIVIL SERVICE.

Herman Lehlbach.....Of New Jersey.
Thomas M. Bayne.....Of Pennsylvania.
Benjamin Butterworth.....Of Ohio.
Albert J. Hopkins.....Of Illinois.
F. T. Greenhalge.....Of Massachusetts.
John Sanford.....Of New York.
John Lind.....Of Minnesota.
Samuel M. Stephenson.....Of Michigan.
George W. Dargan.....Of South Carolina.
William J. Stone.....Of Missouri.
John D. Alderson.....Of West Virginia.
John F. Andrew.....Of Massachusetts.
Charles J. Boatner.....Of Louisiana.

COMMITTEE ON THE ELECTION OF PRESIDENT, VICE-PRESIDENT, AND REPRESENTATIVES IN CONGRESS.

Henry Cabot Lodge.....Of Massachusetts.
Jonathan H. Rowell.....Of Illinois.
John W. Stewart.....Of Vermont.
Nils P. Haugen.....Of Wisconsin.
Louis E. McComas.....Of Maryland.
David B. Henderson.....Of Iowa.
Nathan Frank.....Of Missouri.
Martin L. Smyser.....Of Ohio.
George E. Seney.....Of Ohio.
Charles R. Buckalew.....Of Pennsylvania.
John J. Hemphill.....Of South Carolina.
J. H. McCarthy.....Of New York.
H. St. G. Tucker.....Of Virginia.

COMMITTEE ON THE ELEVENTH CENSUS.

Mark H. Dunnell.....Of Minnesota.
Joseph McKenna.....Of California.
Joseph D. Taylor.....Of Ohio.
Charles A. Boutelle.....Of Maine.
Henry H. Bingham.....Of Pennsylvania.
George E. Adams.....Of Illinois.
Nathan Frank.....Of Missouri.
James S. Sherman.....Of New York.
James H. Blount.....Of Georgia.
William S. Holman.....Of Indiana.
George D. Tillman.....Of South Carolina.
Joseph E. Washington.....Of Tennessee.
James W. Owens.....Of Ohio.

COMMITTEE ON INDIAN DEPREDATION CLAIMS.

Binger Hermann.....Of Oregon.
Thomas S. Flood.....Of New York.
Bishop W. Perkins.....Of Kansas.
Jacob J. Pugsley.....Of Ohio.
John W. Rife.....Of Pennsylvania.
Ormsby B. Thomas.....Of Wisconsin.
Horace F. Bartine.....Of Nevada.
Marion Biggs.....Of California.
John M. Allen.....Of Mississippi.
Silas Hare.....Of Texas.
Samuel S. Yoder.....Of Ohio.
Harry Welles Rusk.....Of Maryland.
William F. Parrett.....Of Indiana.

COMMITTEE ON THE VENTILATION AND ACOUSTICS.

Nils P. Haugen.....Of Wisconsin.
Elihu S. Williams.....Of Ohio.
Erastus J. Turner.....Of Kansas.
John F. Lacey.....Of Iowa.
J. A. Buchanan.....Of Virginia.
James S. Cothran.....Of South Carolina.
Samuel Fowler.....Of New Jersey.

COMMITTEE ON ALCOHOLIC LIQUOR TRAFFIC.

Joseph D. Taylor.....Of Ohio.
Isaac S. Struble.....Of Iowa.
John G. Sawyer.....Of New York.
Elijah A. Morse.....Of Massachusetts.
John A. Anderson.....Of Kansas.
John A. Pickler.....Of South Dakota.
Daniel Kerr.....Of Iowa.
John D. Stewart.....Of Georgia.
Clarke Lewis.....Of Mississippi.
Thomas G. Skinner.....Of North Carolina.
John Quinn.....Of New York.

COMMITTEE ON IRRIGATION OF ARID LANDS IN THE UNITED STATES.

William Vandever.....Of California.
Henry J. Spooner.....Of Rhode Island.
H. C. Hansbrough.....Of North Dakota.
John A. Pickler.....Of South Dakota.
William J. Connell.....Of Nebraska.
William C. Wallace.....Of New York.
William H. Hatch.....Of Missouri.
Hilary A. Herbert.....Of Alabama.
William H. Perry.....Of South Carolina.
S. W. T. Lanham.....Of Texas.
John M. Clancy.....Of New York.

COMMITTEE ON IMMIGRATION AND NATURALIZATION.

William D. Owen ..... Of Indiana.
Mark S. Brewer ..... Of Michigan.
Herman Lehlbach ..... Of New Jersey.
James W. Covert ..... Of New York.
Wm. C. Oates ..... Of Alabama.
Herman Stump ..... Of Maryland.

COMMITTEE TO INVESTIGATE THE ACCOUNTS OF THE SERGEANT-AT-ARMS OF THE HOUSE.

George E. Adams ..... Of Illinois.
John W. Stewart ..... Of Vermont.
Sereno E. Payne ..... Of New York.
Joseph R. Reed ..... Of Iowa.
William S. Holman ..... Of Indiana.
James H. Blount ..... Of Georgia.
John J. Hemphill ..... Of South Carolina.

COMMITTEE TO INVESTIGATE THE PROPOSED PURCHASE OF CERTAIN BALLOT-BOXES.

William E. Mason ..... Of Illinois.
William Cogswell ..... Of Massachusetts.
Isaac S. Struble ..... Of Iowa.
Henry G. Turner ..... Of Georgia.
William L. Wilson ..... Of West Virginia.

COMMITTEE ON QUADRO-CENTENNIAL OF THE DISCOVERY OF AMERICA.

John W. Candler ..... Of Massachusetts.
Robert R. Hitt ..... Of Illinois.
G. E. Bowden ..... Of Virginia.
James J. Belden ..... Of New York.
Nathan Frank ..... Of Missouri.
William M. Springer ..... Of Illinois.
W. H. Hatch ..... Of Missouri.
William L. Wilson ..... Of West Virginia.
Roswell P. Flower ..... Of New York.

COMMITTEE ON CHARGES AGAINST THE COMMISSIONER OF PENSIONS.

Edmund N. Morrill ..... Of Kansas.
John G. Sawyer ..... Of New York.
James P. Flick ..... Of Iowa.
Isaac H. Goodnight ..... Of Kentucky.
Clarke Lewis ..... Of Mississippi.

OCT. 1, 1890.

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51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 3.

ALPHABETICAL LIST

OF

MEMBERS AND DELEGATES OF THE HOUSE OF REPRESENTATIVES,

AND THE

STANDING AND SELECT COMMITTEES OF WHICH THEY ARE MEMBERS.

FIFTY-FIRST CONGRESS, FIRST SESSION.

COMMENCING MONDAY, DECEMBER 2, 1889.

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Allen, Edward P., Mich.....Agriculture.
Allen, John M., Miss.....Indian Affairs.
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Anderson, Chapman L., Miss.....Post-Office and Post-Roads.
Anderson, John A., Kans.....Alcoholic Liquor Traffic.
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Andrew, John F., Mass.....Foreign Affairs.
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Bartine, Horace F., Nev.....Coinage, Weights, and Measures.
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Barwig, Charles Wis.....Pensions.

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Brosius, Marriott, Pa.	Agriculture.
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Caldwell, John A., Ohio.	Post-Office and Post-Roads.
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Cutcheon, Byron M., Mich	Military Affairs, chairman.
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Pierce, Rice A., Tenn.....Private Land Claims.
Post, Philip Sidney, Ill.....Public Buildings and Grounds.
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Price, Andrew, La.....Merchant Marine and Fisheries.
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Quackenbush, J. A., N. Y. ..... Public Buildings and Grounds.
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Reed, Joseph R., Iowa.....Judiciary.
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Reilly, James B., Pa.....Mines and Mining.
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Rife, John W., Pa.....Territories.
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Robertson, S. M., La .....Military Affairs.
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Rogers, John H., Ark .....Judiciary.
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Spooner, Henry J., R. I.....	Military Affairs.
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Springer, William M., Ill.....	Territories.
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Stahlnecker, William G., N. Y....	Agriculture.
Stephenson, Samuel M., Mich.....	Rivers and Harbors.
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Stewart, Charles, Tex.....	Rivers and Harbors.
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Stivers, Moses D., N. Y.....	Militia.
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Stone, William J., Ky.....	War Claims.
Stone, William J., Mo.....	Public Lands.
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Struble, Isaac S., Iowa.....Territories, chairman.
Alcoholic Liquor Traffic.
Investigation of Proposed Purchase of Certain Ballot-boxes.
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Taylor, Ezra B., Ohio.....Judiciary, chairman.
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Thomas, Ormsby B., Wis.....War Claims, chairman.
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Vandever, William, Cal.....Mines and Mining.
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Van Schaick, I. W., Wis.....Public Buildings and Grounds.
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W.

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Walker, Joseph H., Mass..... Banking and Currency.
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Washington, Joseph E., Tenn..... Territories.
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Wheeler, Joseph, Ala..... Merchant Marine and Fisheries.
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Whiting, Justin R., Mich..... Mines and Mining.
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Expenditures in the Treasury Department.
Wilson, William L., W. Va..... Judiciary.
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Wright, Myron B., Pa..... Banking and Currency.

Y.

Yardley, Robert M., Pa..... Revision of the Laws.
Expenditures in the War Department, chairman.
Yoder, Samuel S., Ohio..... Invalid Pensions.
Indian Depredation Claims.

ton, of the first part, and Paul R. George, assistant quartermaster of the United States Army, for the United States of America of the second part.

"Witnesseth, that the said party of the first part, for and in consideration of the covenants and agreements hereinafter mentioned, to be kept and performed by the party of the second part, doth covenant and agree on the freighting and chartering of the said vessel unto the said party of the second part, for a voyage from the port of Boston to any ports or places in the United States, the Gulf of Mexico, or the West Indies which the depth of water will permit, and back to Boston on the terms following, that is to say:

"I. The said party of the first part doth engage that the said vessel in and during the said voyage shall be kept tight, staunch, well fitted, tackled, and provided with every requisite, and with men and provisions necessary for such a voyage.

"II. The said party of the first part doth further engage that the whole of said vessel (with the exception of the cabin and the necessary room for the accommodation of the crew and of the sails, cables, and provisions) shall be at the sole use and disposal of the said party of the second part during the voyage aforesaid, all the spare accommodation in the cabin to be for the use of officers of the United States, when such may be passengers on board and employés.

"III. The said party of the first part doth further engage to take and receive on board the said vessel during the voyage aforesaid all such lawful goods and merchandise as the said party of the second part, or his agent, may think proper to ship.

"And the said party of the second part, for and in consideration of the covenants and agreements to be kept and performed by the said party of the first part, doth covenant and agree with the said party of the first part to charter and hire the said vessel on the terms aforesaid, that is to say:

"I. The said party of the second part doth agree to provide and furnish said vessel with a full cargo of lawful merchandise (or sufficient for ballast) during the voyage aforesaid.

"II. The said party of the second part doth further agree to pay to the party of the first part, or his agent, for the charter or freight of said vessel during the voyage aforesaid in manner following, that is to say, at the rate of twelve hundred dollars first month and one thousand dollars afterwards a month until the termination of this charter party. And if this charter-party is not sooner terminated, then the hire shall be paid every three months while the ship is so retained by the party of the second part.

"Payment to be made on the affidavit of the agent of the party of the second part, under whose orders the ship may be placed, that the service has been faithfully performed.

"Payment to be made by assistant United States quartermaster.

"It is further understood and agreed that the cargo shall be received and delivered alongside, within reach of the vessel's tackles.

"It is further understood and agreed that the party of the first part will put the cargo on board at Boston and give the use of the ship's boats and crew in unloading the same at its port of destination.

"In case the party of the second part wishes to transport horses or men the ship shall be prepared for their reception at the expense of the party of the second part, who, also, shall make all necessary provision of water, provisions, and rations for their subsistence. And the party of the first part agrees to take horses between decks, and to take not exceeding thirty persons or passengers out from Boston, and to cook for that number of persons. The horses to be put on board and landed at the risk of the party of the second part.

"It is further understood and agreed that the party of the second part is to pay all expenses of pilotage, tonnage, and port charges; and if the vessel shall be damaged in consequence of exposure to some extraordinary risk, and in pursuance of the orders of the agent then and there representing the United States, and against which the master protests at the time, then the party of the second shall be liable for the same; and all questions on this article shall be settled by reference to arbitrators, to be mutually agreed upon by the parties.

"But the party of the second part shall not be liable for ordinary sea-risks and dangers of the sea, nor for ordinary wear and tear, nor for injury caused by fitting the ship to carry the horses or passengers.

"It is further understood and agreed that this charter shall commence and be in operation from the eleventh day of December, eighteen hundred and sixty-one; and that the party of the second part is to assume all risks of capture, voluntary stranding, or other destruction to escape capture; and, generally, all damage which may be caused by public enemies or persons in hostility to the United States; and should she be damaged, captured, or destroyed by a hostile force from any quarter, her value is fixed at six thousand dollars ($6,000.00); and in case of damage the amount to be fixed by a board of survey (one to be chosen by each party, they selecting an arbiter in case they disagree), which will be called on her return to Boston or other friendly port after sustaining such damage.

"No member of Congress to be interested in this charter party.

"No ardent spirits to be admitted on board the ship, except medical stores for the ship, or when sent by direction of the Surgeon-General of the Army.

"To the true and faithful performance of all the foregoing covenants and agreements the said parties, each to the other, do hereby bind themselves, especially the party of the first part, their heirs, executors, administrators, and assigns, and also the vessel, her freight, tackle, and appurtenances, and the party of the second part for itself, each to the other, in the penal sum of six thousand dollars.

"In witness whereof the said parties have hereunto interchangeably set their hands this nineteenth day of December, eighteen hundred and sixty-one.

"P. R. GEORGE, *A. Q. M.*
"DARIUS DOAK."

II.

Said vessel was thus owned by the following persons in the proportion named:

Charles H. Wording, one-eighth; Martha Doak, one-eighth; Martha H. Wording, one-eighth; Lewis Bean, one-eighth; Prescott Hazletine, now deceased, of whose estate Margaret M. Hazletine is administratrix, one-eighth; Josiah Farrow, now deceased, of whose estate Mary M. Hall is administratrix, one-eighth; Leonard R. Palmer, now deceased, of whose will Dwight P. Palmer is executor, one-sixteenth; Reuben Sibley, now deceased, of whose estate Edward Sibley is administrator, one-eighth; George F. White, now deceased, of whose estate Margaret S. White is administratrix, one thirty-second; and Daniel Faunce, now deceased, of whose will John H. Quimby is executor, one thirty-second.

Said living persons are the claimants in this case.

III.

The vessel proceeded to Ship Island, in Mississippi Sound, in pursuance of orders from the defendant's officers.

On the 20th of March, 1862, the transport steamer *Mississippi*, sailing under the immediate command of Maj. Gen. Benjamin F. Butler, in command of United States military forces, being a vessel chartered by the United States, and then under the control of officers and agents of the United States, collided with the brig *Xenophon* while lying at anchor, causing damage to the *Xenophon*, such as could not be repaired at Ship Island. In that condition the vessel was taken by General Butler for the use of the Government of the United States. By his command the following notice was given to the agent of the owners and master of the vessel, and appraisers were appointed in accordance therewith, against the protest of said agent:

"HEADQ'RS DEPT. OF THE GULF,
Ship Island, Ap'l 7th, 1862.

"DARIUS DOAK,
"*Master of the Xenophon:*

"SIR: Having determined to take your vessel for the use of the Government, it is proposed to have an appraisal of her value made. The Dept. have appointed one appraiser and you are ordered to select a second, these two to select a third.

"By command of Maj. Gen. Butler.

"M. M. BELL, *A. A. A. G.*"

The appraisers so appointed made the following report:

"SHIP ISLAND, *April 9th*, 1862.

"We, the undersigned, by order of Major-General Butler, were appointed to appraise the value of the brig *Xenophon*, now lying in this harbor, and report to him.

"In compliance with the above request we have this day met and examined said brig, and in our opinion she is worth four thousand dollars ($4,000).

"NATH'L B. PALMER,
"JOHN MCGILVERY,
"HENRY L. STURGIS,
"*Appraisers.*"

Protest was made by the said master of the vessel on the 22d of April, 1862, against the taking of the vessel under the appraisement, and claiming all rights under the charter-party.

On June 7, 1862, the master demanded possession of his vessel, which demand was refused.

IV.

Subsequently the owners were paid said appraised value, $4,000, and, by their agent, gave the following receipt:

The United States to Darius Doak, agent for the owners of the brig Xenophon.

1862.
Nov. 17. For brig *Xenophon*, 245 tons register, delivered to Henry Bartlett, harbor master at Ship Island, April 22, 1862, per order of Major-Gen'l B. F. Butler, and her value fixed by a board of appraisers, as shown per vouchers annexed, $4,000.

I certify that the above account is correct and just, and that the articles have been accounted for on my property return for the month ending on the 30th of November, 1862.

WM. W. MCKIM,
Capt. and Asst. Quartermaster.

Received at Boston, Mass., the 5th of January, 1863, of Captain Wm. W. McKim, assistant quartermaster, U. S. Army, the sum of four thousand dollars and —— cents, in full of the above account.

DARIUS DOAK,
Agent for Owners of Brig Xenophon.

(Signed in duplicate.)

V.

At the time of the collision, before any damage was done thereby, said vessel was of the value of $6,000.

The appraisers made their valuation of said vessel as she was after the damage which resulted from the collision.

BY THE COURT.

Filed March 11, 1889.
A true copy.
Test: This 4th day of December, A. D. 1889.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 8.

PUBLIC DOCUMENTS IN FOLDING ROOM.

LETTER FROM THE DOORKEEPER, TRANSMITTING A LIST OF PUBLIC DOCUMENTS IN THE FOLDING-ROOM OF THE HOUSE OF REPRESENTATIVES.

DECEMBER 9, 1889.—Referred to the Committee on Accounts and ordered to be printed.

DOORKEEPER'S OFFICE,
HOUSE OF REPRESENTATIVES, UNITED STATES,
Washington, D. C., December 2, 1889.

SIR: I have the honor herewith to transmit for your information a correct list of all books, maps, and pamphlets remaining in the folding rooms of this department at this date.

Respectfully, your obedient servant,

A. B. HURT,
Doorkeeper, House of Representatives.

Hon. THOS. B. REED,
Speaker, House of Representatives.

OFFICE SUPERINTENDENT FOLDING-ROOM,
December 2, 1889.

SIR: I hereby certify that the following is a correct list of books, maps, and pamphlets remaining in this department on December 2, 1889.

JOHN G. HEALY,
Superintendent.

A. B. HURT,
Doorkeeper, House of Representatives.

Inventory of books, maps, and pamphlets in the folding room, House of Representatives, beginning of the Fifty-first Congress.

	Volumes on hand.		Volumes on hand.
Agricultural Report, 1854	31	Agricultural Report, 1879	652
Agricultural Report, 1865	9	Agricultural Report, 1880	20
Agricultural Report, 1867	17	Agricultural Report, 1881-'82	2,207
Agricultural Report, 1868	3	Agricultural Report, 1883	2,115
Agricultural Report, 1869	6	Agricultural Report, 1884	6,921
Agricultural Report, 1871	16	Agricultural Report, 1885	9,703
Agricultural Report, 1872	13	Agricultural Report, 1886	28,542
Agricultural Report, 1873	34	Agricultural Report, 1887	98,460
Agricultural Report, 1874	108	Agricultural Report, 1888	209,441
Agricultural Report, 1875	110	Animal Industry, 1884	3,731
Agricultural Report, 1876	20	Animal Industry, 1885	5,448
Agricultural Report, 1877	177	Animal Industry, 1886	10,212
Agricultural Report, 1878	595	Animals, Disease of, No. 12	58

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Fish Commission, Part 12	1,602
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Forestry, 1877	58
Forestry, 1878	5
Forestry, 1882, Part 3	134
Finance, 1875	5
Finance, 1876	5
Finance, 1878	8
Finance, 1879	20
Finance, 1880	21
Finance, 1881	98
Finance, 1882	100
Finance, 1883	170
Finance, 1884	163
Finance, 1888	1,424
Foreign Relations, 1883	572
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Foreign Relations, 1886	1,213
Foreign Relations, 1887	2,773
Foreign Commerce, 1878	35
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Flags of Maritime Nations	112
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Garfield Statue	1,915
Gold and Silver, 1885	1,045
Gold and Silver, 1886	1,398
Gold and Silver, 1887	2,296
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Henry Mountains (Geological)	273
Hayden, Vol. 3	2
Hayden, Vol. 8	351
Hayden, 1877	35
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Health, 1879	176
Health, D. C., 1883	98
Health, D. C., 1884	64
Health, D. C., 1885	61
Health, D. C., 1886	156
Health, D. C., 1887	141
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Internal Commerce, 1876	22
Internal Commerce, 1879	60
Internal Commerce, 1880	246
Internal Commerce, 1882	687
Internal Commerce, 1884	1,365
Internal Commerce, 1886	8,482
Internal Commerce, 1887	3,270
Immigration, 1871	18
Interstate Commerce, 2 (vols)	2,193
Interstate Commerce, 1888	2,952
Import Duties	576
Indian Affairs, 1871	18
Iron and Steel, Vol. 1	234
Iron and Steel, Vol. 2	181
Industrial Art (Butterworth)	701
Irrigation in California	20
Interior, 1874–'75, Vols. 1 and 2	2
Interior, 1875–'76, Vol. 1	4
Interior, 1877–'78, Vol. 1	4
Interior, 1878–'79, Vol. 2	80
Interior, 1880–'81, Vols. 1 and 2	8
Interior, 1881–'82, Vol. 2 (Indian Affairs)	56
Interior, 1880–'81, Vol. 3 (Geology)	266
Interior, 1881–'82, Vol. 1	201
Interior, 1882–'83, Vol. 1	270
Interior, 1882–'83, Vol. 2	263
Interior, 1882–'83, Vol. 3 (Geology)	427
Interior, 1883–'84, Vol. 1	324
Interior, 1883–'84, Vol. 2	562
Interior, 1883–'84, Vol. 3 (Geology)	368
Interior, 1884–'85, Vol. 1	473
Interior, 1884–'85, Vol. 2 (Indian Affairs)	601
Interior, 1884–'85, Vol. 3 (Geology)	759
Interior, 1885–'86, Vol. 1	729
Interior, 1885–'86, Vol. 2 (Indian Affairs)	609
Interior, 1885–'86, Vol. 3 (Geology)	905
Interior, 1885–'86, Vol. 4	815
Interior, 1886–'87, Vol. 1	1,005
Interior, 1886–'87, Vol. 2 (Indian Affairs)	749
Interior, 1886–'87, Vol. 4	1,195
Interior, 1887–'88, Vol. 1	1,071
Interior, 1887–'88, Vol. 2 (Indian Affairs)	1,105
Interior, 1887–'88, Vol. 4 (Education)	1,455
Interior, 1887–'88, Vol. 5 (Labor)	1,267
Interior, 1888–'89, Vol. 1	1,697
Interior, 1888–'89, Vol. 2 (Indian Affairs)	1,696
Interior, 1888–'89, Vol. 3	1,696
Interior, 1888–'87, Vol. 6	1,696
Labor and Capital, Vol 1	3,669
Labor and Capital, Vol. 2	3,973
Labor and Capital, Vol. 3	4,517
Labor and Capital, Vol. 4	4,227
Labor Report (Wright's) No. 1	6,597
Labor Report (Wright's) No. 2	8,529
Labor Report (Wright's) No. 3	18,504
Labor Report (Wright's) No. 4	21,512
Lady Franklin Expedition	1,085
Lawrence Decisions, Vol. 3	329
Lawrence Decisions, Vol. 4	596
Lawrence Decisions, Vol. 5	568
Lawrence Decisions, Vol. 6	843
Laws, second session Thirty-eighth Congress	25
Laws, first session Thirty-ninth Congress	14
Laws, second session Thirty-ninth Congress	17
Laws, second session Fortieth Congress	12
Laws, third session Fortieth Congress and first session Forty-first Congress	136
Laws, second session Forty-first Congress	162
Laws, third session Forty-first Congress and first session Forty-second Congress	170
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Animals, Disease of, No. 22	674
Animals, Disease of, No 34	269
Attorney-General, Digest	11
Attorney-General, 1876	25
Attorney-General, 1879	112
Attorney-General, 1880	94
Attorney-General 1881	130
Attorney-General, 1882	230
Attorney-General, 1883	372
Attorney-General, 1884	502
Attorney-General, 1885	585
Attorney-General, 1886	663
Attorney-General, 1887	1, 195
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Annals of War, Vol. 2	13
Annals of War, Vol. 3	15
Annals of War, Vol. 4	56
Annals of War, Vol. 5	131
Annals of War, Vol. 1	2
Alaska, Allen	720
Alaska, Nelson	939
Alaska, Schwatka	283
Alaska, Turner	706
Alaska, Education in	667
Astronomical Observations, 1881	220
Astronomical Observations, 1882	250
Astronomical Observations, 1883	440
Astronomical Papers, Velocity of Light	40
Astronomical Papers, Transit of Mercury	120
Alabama Claims	73
Arid Regions	47
Art and Industry	675
Arguments before the Committee on Patents	8
Burchard (Precious Metals), 1880	142
Burchard (Precious Metals), 1881	177
Burchard (Precious Metals), 1882	131
Burchard (Precious Metals), 1883	432
Burchard (Precious Metals), 1884	710
Black Hills of Dakota, with Map	17
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Coast Survey, 1869	1
Coast Survey, 1871	1
Coast Survey, 1872	68
Coast Survey, 1886	1, 179
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Commercial Relations, 1875	15
Commercial Relations, 1876	76
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Commercial Relations, 1878	17
Commercial Relations, 1879 (Supplement)	185
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Commercial Relations, 1882-'83	614
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Commercial Relations, 1885-'86	1, 881
Commerce and Navigation, 1871	41
Commerce and Navigation, 1872	10
Commerce and Navigation, 1873	3
Commerce and Navigation, 1874	12
Commerce and Navigation, 1876	28
Commerce and Navigation, 1877	18
Commerce and Navigation, 1878	16
Commerce and Navigation, 1879	72
Commerce and Navigation, 1880	143
Commerce and Navigation, 1882	14
Commerce and Navigation, 1883	269
Commerce and Navigation, 1884	783
Commerce and Navigation, 1885	890
Commerce and Navigation, 1886	1, 501
Commerce and Navigation, 1887	2, 723
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Cattle and Dairy Farming, No. 2	8, 197
Centennial Exposition, volumes 1 and 2	470
Centennial Exposition (9 vols.), 1876	80
Colorado Atlas	41
Columbia River, 1881	314
Coinage and Banking Laws	1, 516
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Consular Report, 1880-'81	942
Consular Report, 1885	364
Catalogue	742
Contract Labor (Immigration)	4, 809
Chinese Immigration	5
Credit Mobilier (Wilson Committee)	30
Charters and Constitutions, United States	2
Directories, first session Forty-third Congress	8
Directories, second session Forty-fourth Congress	76
Directories, third session Forty-fifth Congress	131
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Directories, first session Forty-seventh Congress	622
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Directories, first session Forty-ninth Congress	390
Directories, second session Forty-ninth Congress, second edition	1, 221
Directories, second session Forty-ninth Congress, first edition	672.
Directories, first session Fiftieth Congress, first edition	259
Directories, first session Fiftieth Congress, second edition	160
Directories, first session Fiftieth Congress, third edition	1, 153
Directories, second session Fiftieth Congress, first edition	1, 866
Directories, second session Fiftieth Congress, second edition	4, 863
Education, 1875	12
Education, 1874	55
Education, 1877	85
Education, 1878	251
Education, 1879	232
Education, 1880	643
Education, 1881	2, 748
Education, 1882-'83	809
Education, 1883-'84	2, 158
Education, 1884-'85	3, 299
Education, 1885-'86	4, 712
Education, 1886-'87	4, 814
Engineers, 1876-'77	14
Engineers, 1877-'78	5
Engineers, 1878-'79	23
Engineers, 1879	44
Engineers, 1880-'81	73
Engineers, 1881-'82	130
Engineers, 1882-'83	158
Engineers, 1883-'84	411
Engineers, 1884-'85	494
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Engineers, 1887-'88	1, 144
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Entomology, 1880-'82	1, 023
Entomology, 1883-'85	3, 182
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Ethnology, 1880-'81	656
Ethnology, 1881-'82	582
Ethnology, 1882-'83	1, 507
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Eulogies (Allen)	583
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Eulogies (Burnside)	139
Eulogies (Carpenter)	65
Eulogies (Clark)	58
Eulogies (Cole)	3, 560
Eulogies (Dowdney)	4, 590
Eulogies (Douglas)	191
Eulogies (Duncan)	1, 615
Eulogies (Ellwood)	2, 252
Eulogies (Evans)	1, 298
Eulogies (Farr)	490

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Records, third session Forty-first Congress	254
Records, second session Forty-second Congress	10
Records, third session Forty-second Congress	384
Records, second session Forty-first Congress	2
Records, first session Forty-third Congress	21
Records, second session Forty-third Congress	294
Records, first session Forty-fourth Congress	7
Records, second session Forty-fourth Congress	32
Records, third session Forty-fifth Congress	98
Records, special session Forty-fifth Congress	15
Records, second session Forty-fifth Congress	17
Records, first session Forty-sixth Congress	17
Records, second session Forty-sixth Congress	24
Records, third session Forty-sixth Congress	112
Records, first session Forty-seventh Congress	158
Records, second session Forty-seventh Congress	253
Records, first session Forty-eighth Congress	313
Records, second session Forty-eighth Congress	482
Records, special session Forty-seventh Congress	222
Records, special session Forty-third Congress	58
Records, first session Forty-ninth Congress	620
Records, second session Forty-ninth Congress	769
Records, first session Fiftieth Congress	1,010
Records, second session Fiftieth Congress	1,802
Statistical Abstract, 1885	3,155
Statistical Abstract, 1886	2,400
Statistical Abstract, 1887	4,863
Statistical Abstract, 1888	7,356
Standard Stars	98
Sea-Coast Defense, 1862	14
Sheep Husbandry	64
Surgical History, Vol. 2, Part 2	33
Surgical History, Vol. 2, Part 3	270
Silver Commission, Vol. 2	60
Silver Commission, 1876	1,158
Sullivan Report, 1883	443
Sugar Beet	205
Senate Election Cases	697
Sorghum Sugar, 1882	408
South American Commission, Part 1, 1884	3,643
South American Commission, Part 2, 1884	5,371
State Department, 1871–'72	94
State Department, 1872–'73	52
State Department, 1872–'73 (5 vols.)	49
State Department, 1873–'74	8
State Department, 1875–'76	9
State Department, 1877–'78	15
State Department, 1877–'78 (Appendix)	21
State Department, 1879	70
State Department, 1876–'77	21
State Department, 1878–'79	3
State Department, 1880–'81	96
State Department, 1881–'82	314
State Department, 1882–'83	326
Signal, 1872	11
Signal, 1875–'76	22
Signal, 1876–'77	12
Signal, 1879	68
Signal, 1880–'81	235
Signal, 1881–'82	305
Signal, 1882–'83	100
Signal, 1883–'84	499
Signal, 1884–'85	577
Signal, 1885–'86	796
Signal, 1886–'87	1,057
Signal, 1887–'88	1,286
Signal, 1888–'89	1,536
Smithsonian, 1866	42
Smithsonian, 1878	5
Smithsonian, 1879	56
Smithsonian, 1880	164
Smithsonian, 1881	388
Smithsonian, 1882	653
Smithsonian, 1883	905
Smithsonian, 1884	1,086
Smithsonian, 1885	1,692
Smithsonian, 1885, Part 2	2,609
Smithsonian, 1886	4,124
Smithsonian, 1886, Part 2	4,163
Surgeon-General Navy, 1882–'83	132
Surgeon-General Navy, 1883–'84	431
Surgeon-General Navy, 1884–'85	525
Surgeon-General Navy, 1885–'86	495
Treasury Report, 1885	695
Treasury Report, 1886	790
Treasury Report, 1887	1,840
Test of Metals, 1884	820
Test of Metals, 1885	963
Tariff Commission, 1882, Vols. 1 and 2	31
Tariff Compilation, 1884	736
Treaties, United States, 1776 to 1887	1,580
Tornadoes, No. 4	312
Total Solar Eclipse	181
Transportation Routes to Seaboard	226
Veto Messages	694
Wool Fibers, 1886	2,474
Wool Manufactures	1,530
West Point Visitors	1,424
Washington Monument	991
Wharton's Digest, first edition	325
Wharton's Digest, second edition	856
Wheeler, Vol. 2	9
Wheeler, Vol. 3	1
Wheeler, Vol. 3 (Supplement)	68
Wheeler, Vol. 6	3
Wheeler, Vol. 7	12
War in Egypt	514
War Department, 1865–'66, Part 3	50
War Department, 1865–'66, Part 4	113
War Department, 1876–'77	19
War Department, 1877–'78	26
War Department, 1878–'79	6
War Department, 1879–'80	40
War Department, 1880–'81	127
War Department, 1881–'82	56
War Department, 1882–'83	196
War Department, 1883–'84	412
War Department, 1884–'85	544
War Department, 1885–'86	639
War Department, 1886–'87	807
War Department, 1887–'88	1,260
War Department, 1888–'89	1,412
War Department, 1875–'76	22
Yorktown Celebration	207
Tariff Bill (Randall)	850
Tariff Bill (Mills)	600
Tariff Comparison	2,000
Tariff Report, 1883	4,000
Fabrics of Ancient Peru	2,200
Fishery Treaty (Edmunds Report)	7,200
French Spoliation Claims, 1885	1,561
French Spoliation Claims, 1886	544
Imported Merchandise	11,095
Indian Language (Iroquois)	1,499
Indian Language (Muskhogee)	1,826
Indian Language (Siouan)	500
National Academy Sciences, Report, 1887	1,276
Ohio Historic Mounds	4,846
Ohio Earthworks (Survey)	1,536
Pacific Railroad Commission Report (Rogers)	6,450
Payment of Awards	1,288
President's Message (Cleveland, Annual) second session Fiftieth Congress	1,780
President's Message (Relations with Canada)	8,200
Sunday Rest Hearing	12,675
President's Message, first session Fiftieth Congress	1,340
Rights American Fishermen	4,500
Rights American Fishermen, second edition	1,810

JOHN G. HEALY,
Superintendent Folding Room:

SIR: The foregoing is a correct inventory of books, maps, and pamphlets in the folding room, House of Representatives, United States, to the best of my knowledge and belief.

Yours respectfully,

J. MARTIN MCKAY,
Foreman.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 9.

JUDGMENTS RENDERED BY COURT OF CLAIMS.

Report from the clerk of the Court of Claims of the judgments rendered by that court for the year ended November 30, 1889.

DECEMBER 9, 1889.—Referred to the Committee on Appropriations and ordered to be printed.

The clerk of the Court of Claims, in pursuance of section 1057 of the Revised Statutes of the United States, transmits to Congress the following statement of all judgments rendered by said court for the year ending November 30, 1889, the amounts thereof, the parties in whose favor rendered, and a brief synopsis of the nature of the claims upon which said judgments were rendered.

Respectfully submitted.

ARCHIBALD HOPKINS,
Chief Clerk Court of Claims.

Statement of judgments rendered by the Court of Claims.

Names of claimants.	No.	Amount claimed.	Amount awarded.	Date of judgment.	Nature of claim or other information.
				1888.	
John S. Mosby *	15596		$13,839.00	Dec. 3	For fees erroneously credited to the Treasury while consul at Hong-Kong.
Lewis Nixon	15711		1,300.81	Dec. 6	Longevity pay.
Frank S. Hotchkin	15748	$300.00	Dismissed	Dec. 17	Pay of officer U. S. Navy.
New York Central and Hudson River Railroad Company.	14770	128,451.28	107,978.28	...do	For money erroneously collected.
Herman Miller	16240	525.00	Dismissed	...do,	Pay as assistant surgeon U. S. Army.
Seth N. Kimball	14687	3,750.00	3,736.00	Dec. 31	Contract for removing obstructions from Pearl River, Mississippi.
				1889.	
James D. Crenshaw *	16322	3,763.66	Dismissed	Jan. 7	Pay as officer U. S. Navy.
George K. Otis	15603	5,591.20	Dismissed	Jan. 14	Mail contract.
William Hussey	†368	1,269.02	1,284.16	...do	Contract with District of Columbia.
John Corwine	16885		Dismissed	Jan. 21	Pay as officer U. S. Navy.
William H. Frary	16252	19.80	Dismissed	...do	Pay as boatswain U. S. Navy.
William C. Seymour	16238	152.70	138.50	Jan. 23	Longevity pay as officer U. S. Navy.
David Smith	16287		8,568.09	...do	Do.
Augustus H. Able	16357		8,318.08	...do	Do.
William G. Buehler	16358		7,523.80	...do	Do.
Edward Farmer	16359		8,441.72	...do	Do.
Henry W. Fitch	16360		9,239.79	...do	Do.
William S. Smith	16361		10,153.10	...do	Do.
Samuel L. P. Ayres	16302		8,338.53	...do	Do.
Charles H. Barker	16363		6,723.77	...do	Do.

Statement of judgments rendered by the Court of claims—Continued.

Names of claimants.	No.	Amount claimed.	Amount awarded.	Date of judgment.	Nature of Claim or other information.
				1888.	
Elbridge Lawton	16404		$4,594.65	Jan. 23	Longevity pay as officer U. S. Navy.
Edmund S. De Luce	16405		6,263.85	...do	Do.
Charles H. Loring	16406		8,544.30	...do	Do.
Grove S. Beardsley	16409		6,270.33	...do	Do.
Mary P. Brown, administratrix of William H. King.	16407		7,350.79	...do	Do.
Harriet W. Bartleman, administratrix of Richard M. Bartleman.	16408		9,256.87	...do	Do.
Patrick J. Kennedy	15034	102,469.11	26,379.00	Jan. 28	Contract for repairing levees in Louisiana.
William Braunersreuther.	16267		1,000.00	Jan. 31	Longevity pay.
Joseph O'Brien	14109	450.81	20.56	...do	For money erroneously collected.
William H. Perry	14134	100.00	3.67	...do	Do.
Cushman & Hurlburt	14091	2,000.00	60.11	...do	Do.
The Central Pacific Railroad Company.*	15785	1,114,591.07	1,002,517.14	Feb. 11	For services rendered and for money paid in excess of the requirements of the Thurman act.
Charles W. A. Cartledge.	15203	500.00	200.74	...do	Salary as captain U. S. Army.
Mellen Griffith *et al*	15311	1,356.48	Dismissed	...do	For money erroneously collected by U. S. consul at Liverpool.
Eugenia Roget, executrix, etc.	16288	3,200.00	Dismissed	...do	Pay of retired officer U. S. Army.
George Howes & Co	15486	7,436.52	Dismissed	...do	Geneva award claim,
George R. Wells, receiver.	15873	3,718.12	Dismissed	...do	Do.
W. H. Grider	14571	328.00	166.68	...do	Direct tax.
J. C. Irwin & Co	15215	39,460.50	9,735.00	Feb. 18	Loss of cattle during the Mormon war.
Charles A. Perry & Co	15313	60,650.00	5,320.00	...do	Do.
William N. Fagan	14574	$78.55	Dismissed	Feb. 25	Surplus from sale of land for direct tax.
Joseph F. Kingsley*	15872	65.20	$73.30	...do	Transportation and retained pay enlisted man U. S. Marine Corps.
Harlow L. Street*	15882	34,123.48	Dismissed	Mar. 11	Pay of lieutenant U. S. Army.
Robert Carrick	15903	13,440.00	Dismissed	...do	Do.
Edward Byrne*	16313		Dismissed	...do	Pay of captain U. S. Army.
John J. Schellenger and Charles E. Creecy.*	15595	250,000.00	Dismissed	Mar. 18	Use of patent.
William H. Schuetze	16426	362.48	362.48	Apr. 1	Pay of officer U. S. Navy.
George W. Williams	16377	519.55	Dismissed	...do	Do.
Permenas T. Turnley	300		Dismissed	...do	Pay of retired officer U. S. Army.
Dolores Romero	16265	185.87	Dismissed	...do	Salary as Indian agent.
The Pacific Coast Steamship Company.	14566	16,186.05	14,800.92	...do	Best defalcation.
K. A. S. Collins, executrix of Will Sullivan.	15691	2,342.00	Dismissed	Apr. 8	Extra services (eight-hour case).
The Minneapolis and St. Louis Railway Company.	15681	7,910.40	Dismissed	...do	Mail contract.
Jane Robinson, administratrix of Boyd Robinson.	15744	1,030.75	Dismissed	...do	Extra services (eight-hour case).
Michael Fersing	15640	2,831.00	Dismissed	...do	Do.
Edward Masterson	15616	1,387.97	Dismissed	...do	Do.
John H. Moore	15680	3,695.85	Dismissed	...do	Do.
Morris Hickey	15641	1,403.01	Dismissed	...do	Do.
John Gahagan	15639	2,786.06	Dismissed	...do	Do.
Thomas McMahon	15618	1,797.92	Dismissed	...do	Do.
Joseph Murphy	15650	1,784.81	Dismissed	...do	Do.
James A. Torian, executor of Jacob Torian.	14346	775.46	775.46	Apr. 11	Surplus from sale of land for direct tax.
Henry A. Sanborn	16257	25.00	25.00	Apr. 22	Pay as United States deputy marshal.
Joseph Walton and Isaac Bunton.	16602	32,185.00	31,610.00	...do	For loss of steamer *J. N. Bunton*, caused by Government obstructions at Pittsburgh, Pa.

Appealed cases. † District of Columbia.

Statement of judgments rendered by the Court of Claims—Continued.

Names of claimants.	No.	Amount claimed.	Amount awarded.	Date of judgment.	Name of claim and other information.
				1888.	
Jesse A. Galland	15964	$25.00	$20.00	Apr. 22	Pay as supervisor of elections.
Sophia B. Duffy	3446	15,270.00	15,270.00	Apr. 29	For turpentine and rosin seized by United States Government in 1862.
Robert M. Chambers	14683	2,276.27	947.28	...do...	Contract for work performed, Pension Office Building.
Henry H. McMullen*	14855	45.25	Dismissed	...do...	Fees as United States marshal.
John K. Mitchell	14543	375.00	Dismissed	...do...	Extra pay for services in Mexican war.
Alfred B. Mullett	16620	153,441.72	Dismissed	...do...	For services as architect and commission on expenditures War, Navy, and State Department Building.
Matthew J. Laughlin	†33 & 34	26,733.42	22,246.23	May 2	Contract with District of Columbia.
State of Georgia	16450	35,555.42	35,555.42	May 6	Refund of money loaned United States, act of March 3, 1898 (22 U. S. Stat. L., 485).
Charles A. Dunnington *et al.**	15783	12,644.00	9,858.00	...do...	Property confiscated by United States.
Letitia Tyler Semple	14360	500.00	500.00	...do...	Extra pay for services in Mexican war.
John A. Gray, administrator of Wm. Bowen.	†397	3,729.80	3,729.00	...do...	Contract with District of Columbia.
Covington G. Belknap*	13352	2,587.95	Dismissed	...do...	Pay as Indian agent.
George W. Candee	15638	2,650.00	2,650.00	...do...	For money stolen while in custody of paymaster U. S. Army.
Charles A. Davis, administrator of George L. Davis.	15457	5,000.00	Dismissed	May 13	Pay as inspector.
John H. Kincaid and Susan Sussman.*	15659	167,000.00	Dismissed	...do...	For rent and value of premises at Sitka, Alaska.
Thomas Lucas	†241	18,317.36	6,200.05	May 15	Contract with District of Columbia.
Carl Reichman	16299	48.53	Dismissed	May 20	Transportation of enlisted men U. S. Army.
J. Russ & Co	14025	551.89	551.89	...do...	Best defalcation.
Coleman & McPherson*	16410	11,500.00	Dismissed	...do...	Professional services as attorney.
Augusta E. Tripp	14207	40.00	Dismissed	May 28	Direct tax.
State National Bank of Boston.	11982	100,000.00	100,000.00	Nov. 4	For money obtained by fraud and deposited in United States Treasury.
Madison W. Stewart	{15701 {16440	6,594.64	6,552.10	...do...	Contract for transportation of military supplies.
Jean Lewis Legare	15713	13,412.00	Dismissed	...do...	Money expended and services rendered in securing the surrender of Indians under Sitting Bull.
Nathan Plummer	16609	150.00	Dismissed	...do...	Services as accountant in Department of Justice.
John P. Southworth's Executor.	11977	82,830.00	Dismissed	...do...	Fees for issuing warrants against illegal voters.

*Appealed cases. †District of Columbia.

The following claims are for fees due and unpaid for docket entries in accordance with law, as United States commissioners, and presented in accordance with the decision of the Supreme Court in the Wallace case (116 U. S. R., 398), and the cases of Paul Raversies and John T. Patterson (21 C. Cls. R., pp. 243 and 322).

Name of claimants.	No.	Amount awarded.	Date of judgment.
William W. Harris	15488	$97.00	Dec. 6, 1888
John P. Rogers	15398	403.00	Do.
Lewis E. Wyne	15485	217.00	Do.
Lenoir M. Erwin	15545	42.00	Dec. 10, 1888
James A. Bledsoe	15574	146.00	Dec. 24, 1888
S. G. Lewis	15597	58.00	Dec. 31, 1888
John T. Patterson	14972	850.00	Jan. 7, 1889
Edward W. Turner	15565	220.00	Do.
Charles G. Horner	14706	82.00	Do.
Will. A. McTeer	14690	217.00	Do.
James A. Bledsoe*	15894	.....	Do.
William L. Goodwin	15895	465.00	Do.
B. B. Seale	15897	11.00	Do.
Daniel N. Cooper	15893	548.00	Do.
George B. Brooks	15892	546.00	Do.
Frederick Page Tustin	15891	592.00	Do.
Seth M. Walker	15896	212.00	Do.
James F. Cass	15369	24.00	Jan. 21, 1889
John M. Alfred	15637	129.00	Do.
George W. S. Hart	16305	43.00	Jan. 29, 1889
James H. Tinsley	15636	197.00	Jan. 30, 1889
Stephen C. McCandless	15799	17.00	Do.
Samuel T. Poiner	15221	441.00	Do.
Barna Powell	15604	98.00	Do.
Samuel Henry	15725	192.00	Do.
McLain Jones	15766	247.00	Do.
William Bowling	15794	45.00	Do.
W. H. Faucett	15758	111.00	Do.
Edwin K. Cunningham	15765	263.00	Do.
D. D. Davis	15793	441.00	Do.
John W. Burton	15806	73.00	Do.
N. W. Burford	15620	225.00	Do.
James H. Bone	16437	106.00	Do.
Charles Gibbons, jr.	15550	385.00	Do.
Ashland T. Patrick	15362	57.00	Do.
Robert L. Rogers	15339	2,906.00	Do.
John L. Anglim	15624	51.00	Do.
A. M. Gudger	14911	200.00	Do.
Milo J. Wilson	15437	92.00	Do.
James T. Spann	15778	25.00	Do.
Elbert Wallace	15805	34.00	Do.
Samuel Baird	15653	24.00	Do.
William C. Brown, administrator	15728	168.00	Do.
John S. Bradford	15733	172.00	Do.
James P. Barbee	15739	443.45	Do.
R. A. Donnelly	16282	91.00	Do.
Henry D. Fitzgerald	15801	70.00	Do.
William B. Ferguson	15798	16.00	Do.
Henry C. Goodall	15818	60.00	Do.
W. W. Gilbert	16308	192.00	Do.
James S. Groves	15817	23.00	Do.
Eugene W. Hoge	15815	72.00	Do.
Alfred Hobbs	15899	54.00	Do.
Fay Hempstead	163 7	33.00	Do.
Abner Hazeltine	15795	81.00	Do.
John P. Hobart	15885	42.00	Do.
Edward T. Jones	15429	35.00	Do.
Witter H. Johnston	15721	171.00	Do.
W. G. B. Morris	15802	139.00	Do.
William D. McKinstry	15814	205.00	Do.
Anson C. Merrick	15816	18.00	Do.
John C. Moore	15649	287.00	Do.
Edwin E. Marvin	15724	55.00	Do.
John W. Payne	15732	116.00	Do.
William H. Strong	15813	111.00	Do.
Joseph M. Stafford	15820	125.09	Do.
William E. Singleton	16276	100.00	Do.
John W. Shook	15585	239.00	Do.
James D. Stevenson	15803	47.00	Do.
J. A. Thorn	15819	211.00	Do.
E. R. Tarver	15027	142.00	Do.
James P. Waugh	16269	24.00	Do.

*Dismissed on motion of claimant.

Name of claimants.	No.	Amount awarded.	Date of judgment.
John C. Wood	16281	$30.00	Jan. 30, 1889
Stephen Wheeler	16392	468.00	Do.
John W. Payne	15757	75.00	Do.
James S. Harbour	14848	1,364.00	Do.
John H. Woodward	16246	304.00	Do.
Harvey Cabaniss	16275	64.00	Do.
John T. Green	16339	256.00	Feb. 11, 1889
Hans Hanson	16326	757.00	Do.
Madison J. Julison	15451	1,074.00	Do.
James H. Dennis	15975	17.00	Do.
John W. Lingenfelter	16429	79.00	Feb. 18, 1889
G. G. Eaves	15044	157.00	Do.
Thomas B. Ford	16441	26.00	Do.
Alden B. Roadamour	14927	24.00	Do.
William G. Crochett	15572	120.00	Do.
William N. Heaward	15774	48.00	Do.
Alfred T. Dillard	16347	33.00	Do.
Harry J. Milligan	15573	146.00	Do.
Frederick Parsons	16260	26.00	Do.
Sampson Williams	15487	801.00	Do.
Ebenezer N. O. Clough	15046	394.00	Feb. 21, 1889
Joseph M. Stafford	16337	127.10	Feb. 25, 1889
John W. Calder	16439	35.00	Do.
G. L. Ogden	14970	1,396.00	Feb. 26, 1889
W. H. Brown	15828	Dismissed	Mar. 11, 1889
Samuel Bell	16448	Dismissed	Do.
Washington P. Parker's administrator	15389	126.70	Mar. 27, 1889
Richard M. Jones†	15366	71.00	Mar. 25, 1889
John T. Patterson	15026	319.00	Do.
Henry Phillips, jr	14872	56.00	Do.
Charles C. Waters	16601	79.00	Mar. 25, 1889
Arthur Corse	16273	38.00	Apr. 8, 1889
Thomas R. Purnell	14785	436.00	Do.
Henry S. Skaats	16277	525.00	Do.
Frank Ives*	16382	85.00	Apr. 22, 1889
Charles C. Morrow	15867	6.00	May 7, 1889
J. Willard Morgan	15582	309.00	May 20, 1889
Joseph Whitehead	15615	236.00	Do.
James M. Cassady	15656	38.00	Do.
W. A. Rose	15690	21.00	Do.
H. B. Lindsay	15722	263.00	May 28, 1889
Edw. Q. Keasley	15583	280.00	May 29, 1889
Frank D. Mead	16280	85.00	Nov. 4, 1889
Nelson W. Evans	14615	28.00	Do.
Adam Theis	15678	59.00	Do.
Joseph Ricketts	16447	236.15	Nov. 18, 1889

*Apealed to United States Supreme Court.
†Appealed to United States Supreme Court.

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51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 10.

INVENTORY OF PROPERTY BELONGING TO THE UNITED STATES IN THE POSSESSION OF THE CLERK OF THE HOUSE OF REPRESENTATIVES.

DECEMBER 9, 1889.—Referred to the Committee on Accounts and ordered to be printed.

CLERK'S OFFICE, HOUSE OF REPRESENTATIVES, U. S.,
Washington, D. C., December 2, 1889.

SIR: In obedience to the requirements of section 72 of the Revised Statutes of the United States, I have the honor to submit the annexed account of property belonging to the United States in the possession of the Clerk of the House of Representatives on the 2d day of December, A. D. 1889.

Very respectfully,

JNO. B. CLARK,
Clerk of the House of Representatives.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

Inventory of property belonging to the United States in the possession of the Clerk of the House of Representatives on the 2d day of December, 1889.

JOURNAL AND FILE ROOM.

1 square flat desk.	1 blacking-stool.
8 chairs.	1 dust brush.
2 upright desks.	3 tables.
1 mantel-clock.	1 hair brush.
1 hat-stand.	1 goblet.
1 water cooler.	1 ice-bucket.
4 file-cases.	1 water-bucket.
1 fender and fire-irons.	1 ash-bucket.
4 waste-baskets.	1 wardrobe.
1 large mirror.	1 nest shelves.
2 step-ladders.	2 fire screens.

ENROLLING ROOM, ETC.

5 upright desks.	1 stove.
2 nests of drawers.	3 spittoons.
13 chairs.	1 settee.
1 water-tankard.	1 comb.
7 waste-baskets.	1 whisk-broom.
4 small tables.	1 soap-dish.
1 wardrobe.	1 fender and fire-irons.
1 mirror.	1 blacking-stand.
1 drop-light.	1 wash-stand, bowl, and pitcher.
1 mantle-clock.	1 dust-pan.
1 desk.	

LOCKSMITH'S ROOM.

1 desk.
2 chairs.
1 work-bench.
1 high stool.
1 set of tools, keys, locks, etc.
1 water-pitcher.
1 waste-basket.
1 looking-glass.
1 glass tumbler.
1 brush.
1 clock.

CLERK'S ROOM.

3 desks.
8 chairs.
1 large mirror.
1 mantel-clock.
1 pair letter-scales.
1 official seal of the House.
1 hat-rack.
1 silver pitcher and waiter.
1 drop-light.
1 newspaper-rack.
1 fender and fire-irons.
1 whisk-broom.
1 brush and comb.
1 lounge.
1 large book-case.
1 wood-box.
1 step-ladder.
1 marble-top stand.
2 waste-baskets.
2 spittoons.
2 file-cases.
1 screen.

CHIEF CLERK'S ROOM.

3 flat desks.
6 spittoons.
2 mantel-clocks.
3 settees.
8 chairs.
1 water-cooler and stand.
1 marble-top stand.
1 iron safe.
5 waste-baskets.
1 letter-scale.
1 letter-press.
3 hair-brushes and combs.
1 clothes-brush.
1 slop-bowl.
1 soap-dish.
1 feather duster.
1 tumbler.
2 whisk-brooms.
3 tables.
1 wood-box.
1 dust-pan.
1 gas-lighter.
1 ash-bucket.
2 small cases.
2 gas-stoves.
1 type-writer.
2 mantel-mirrors.
1 small mirror.
1 revolving book-case.
1 book-case.

HOUSE LIBRARY.

5 tables.
8 chairs.
1 lounge.
1 small mirror.
5 spittoons.
2 step-ladders.
1 blacking-stool.
1 feather duster.
1 glass tumbler.
2 whisk-brooms.

BRANCH LIBRARY.

1 table.
3 chairs.
1 dust-brush.
1 step-ladder.
1 spittoon.
1 feather duster.

CLERK'S DOCUMENT-ROOMS.

2 desks.
4 tables.
7 chairs.
1 small mirror,
1 spittoon.
2 stools.
1 truck.
2 waste-baskets.
3 step-ladders.
1 blacking-brush.
1 wooden box.
1 hat-rack.
1 water-cooler.

STATIONERY-ROOM.

1 table.
3 desks.
3 chairs.
2 step-ladders.
3 nests drawers.
1 wash-stand.
1 wash-basin.
1 pitcher.
1 water-bucket.
1 small mirror.
1 clock.
2 waste-baskets.
2 feather dusters.
3 cases.
1 drop-light.
4 spittoons.
2 glass tumblers.
1 hair-brush and comb.
1 counter.

BATH-ROOM.

21 chairs.
2 tables.
10 spittoons.
500 towels (in daily use).
10 rugs.
10 small mirrors.
1 water-pail.
1 water-pitcher.
1 feather duster.
2 whisk-brooms.
10 combs.
10 hair-brushes.
5 nail-brushes.
1 hat-brush.
1 blacking-stool.
1 gas-lighter.
1 towel-box.
9 tub-brushes.
6 flesh-brushes.
2 shoe-horns.
2 corn brooms.
1 hair broom.
1 sponge mop.
2 blacking-brushes.
1 dust-pan.
2 scrub brushes.
6 sponges.
2 tumblers.
1 wardrobe.

STORE-ROOM.

1 step-ladder.
912 gross matches.
111 cakes toilet soap.
128 boxes blacking.
9 hair-brushes.
25 rubber combs.
147 tumblers.
29 clothes brushes.
5 dust-brushes.
3 dust-pans.
8 corn brooms.
67 bundles of waste paper.
3 brush-dishes.
7 wooden water-buckets.
7 pair tongs.
1 silver pitcher (broken).
28 bars turpentine soap.
6 scrub-brushes.
15 blacking-brushes.
1 box candles (star).
1 lamp-shade.
3 wash-bowls.
45 pieces black muslin.
2 hair sweeps.
1 slop-jar.
3 gas-lighters.
48 lamp-chimneys.
3 boxes wax tapers.
7 mop-handles.
24 whisk-brooms.
10 feather dusters.
10 dozen huck towels.
2 water-pitchers.
2 ice-picks.
2 cans brass-polish.
13 nail-brushes.
17 boxes soap powder.
1 letter-scale.
5 boxes castile soap.
6 flesh-brushes.
8 rat-traps.
1 letter-press (old).
8 rolls of carpet (remnants)
8 gross file laces.
12 chamois skins.
¾ box sand soap.
4 dozen sponges.
5 boxes tripoli.
27 hat-brushes.
3 shovels.

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51ST CONGRESS, 1st Session. | HOUSE OF REPRESENTATIVES. | MIS. DOC. No. 11.

SALES OF WASTE PAPER.

DECEMBER 9, 1889.—Referred to the Committee on Accounts and ordered to be printed.

Report from the Doorkeeper of the House of Representatives of sales of waste paper from the commencement of the second session of the Fiftieth Congress to the commencement of the first session of the Fifty-first Congress.

OFFICE DOORKEEPER,
HOUSE OF REPRESENTATIVES, UNITED STATES,
Washington, D. C., December 2, 1889.

SIR: In accordance with the act of August 7, 1882 (Session Laws, 1, 47, p. 337), I have the honor to transmit the following report of the sales of waste paper in this department since the commencement of the second session of the Fiftieth Congress, amounting to $676.15. Treasury receipts for the same are herewith attached.

Very respectfully,

A. B. HURT,
Doorkeeper House of Representatives.

Hon. THOMAS B. REED,
Speaker House of Representatives.

Statement of sales of waste paper.

1889.		
Apr. 24.	25,529 pounds heavy paper, at $1.70 per 100 pounds	$433.99
May 4.	1,251 pounds of light paper, at $1.10 per 100 pounds	13.76
Nov. 30.	14,180 pounds heavy paper, at $1.46½ per 100 pounds	207.76
	3,058 pounds of light paper, at 67½ cents per 100 pounds	20.64
	Total	676.15

[Duplicate.]

No. 45322.] TREASURY OF THE UNITED STATES,
Washington, D. C., April 24, 1889.

I certify that A. B. Hurt, Doorkeeper House of Representatives, has this day deposited to the credit of the United States four hundred and thirty-three and $\frac{99}{100}$ dollars on account of "Miscellaneous receipts," sale of waste paper, for which I have signed duplicate receipts.

$433\frac{99}{100}$.

J. W. WHELPLEY,
Assistant Treasurer U. S.

[Duplicate.]

No. 45399.] TREASURY OF THE UNITED STATES,
Washington, D. C., May 4, 1889.

I certify that A. B. Hurt, Doorkeeper Ho. of Reps., has this day deposited to the credit of the United States, thirteen and $\frac{76}{100}$ dollars on account of misc. receipts, sale of waste paper, for which I have signed duplicate receipts.

$13\frac{76}{100}$.

J. W. WHELPLEY,
Assistant Treasurer U. S.

[Duplicate.]

No. 47306.] TREASURY OF THE UNITED STATES,
Washington, D. C., Nov. 30, 1889.

I certify that A. B. Hurt, Doorkeeper House of Reps., has this day deposited to the credit of the United States two hundred and twenty-eight and $\frac{40}{100}$ dollars on account of misc. receipts, proceeds sale of waste paper, for which I have signed duplicate receipts.

$228\frac{40}{100}$.

J. W. WHELPLEY,
Assistant Treasurer U. S.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 12.

PROPERTY IN POSSESSION OF THE DOORKEEPER.

DECEMBER 9, 1889.—Referred to the Committee on Accounts and ordered to be printed.

OFFICE DOORKEEPER HOUSE OF REPRESENTATIVES, U. S.
Washington, D. C., December 2, 1889.

SIR: I have the honor to submit herewith a list of property belonging to the United States, and under my charge as Doorkeeper, in the various committee and other rooms of the House at this date.

A. B. HURT,
Doorkeeper House of Representatives.

Hon. THOMAS B. REED,
Speaker House of Representatives.

An inventory of all property under the control of the Doorkeeper of the House of Representatives, December 2, 1889.

COMMITTEE ROOM ON PACIFIC RAILROADS AND PENSIONS.

1 carpet.
1 broom.
1 blacking box and brush
4 cuspidors.
1 book-case.
18 chairs.
2 desks.
1 fender.
1 grate.
1 hat-rack.
1 cooler and stand.
1 lounge.
2 maps.
1 clock.
1 mirror.
1 shovel, tongs, and rack.
1 table for pitcher.
1 table, large.
1 umbrella-stand.
1 waste-basket.
1 wash-stand.
2 screens.

COMMITTEE ON ELECTIONS.

1 committee table.
1 small committee table.
1 carpet.
17 chairs.
1 clock.
5 cuspidors.
1 book-case.
1 broom.
1 drop-light.
1 dust pan and brush.
3 desks.
1 lounge.
1 towel-rack.
1 letter-press and stand.
3 sponge-cups.
3 inkstands.
3 screens.
1 mirror.
1 small steps.
2 pitchers and stands.
2 maps.
3 glasses.
1 wash-stand.
1 shoe-box.
1 shoe-brush.
1 bucket.
1 grate.
1 fender.
1 waste-basket.
1 duster.

COMMITTEES ON RAILROADS, CANALS, AND PATENTS.

1 carpet.
1 duster.
2 desks.
1 hat-rack.
21 chairs.
1 book-case.
1 pigeon-hole case.
1 mirror.
1 clock.
1 book-shelf.
1 lounge.
1 pitcher and stand.
5 maps.
1 shoe box and brush.
3 waste-baskets.
1 bucket.
1 screen.
1 grate.
1 fender.
1 tongs, shovel, and rack.
1 pen-rack.
1 sponge-cup.
5 cuspidors.

COMMITTEE ON DISTRICT OF COLUMBIA.

1 carpet.
1 large table.
1 small table.
2 desks.
1 hat-rack.
16 chairs.
2 book-cases.
1 coat-rack.
4 waste-baskets.
1 mirror.
1 clock.
1 clock ornament, glass.
1 soap-dish.
1 lounge.
1 cooler and stand.
9 maps.
1 washstand.
1 shoe box and brush.
11 inkstands.
9 sponge-cups.
6 pen-racks.
1 fender.
1 grate.
2 shovels.
2 tongs.
1 rack.
1 towel-rack.
5 cuspidors.

COMMITTEE ON NAVAL AFFAIRS.

1 carpet.
1 feather duster.
5 sponge-cups.
1 large table.
1 screen.
2 desks.
1 hat-rack.
17 chairs
1 book-case.
1 pigeon-hole case.
1 blacking-box.
1 blacking-brush.
1 mirror.
1 clock.
8 ink-stands.
1 book-stand, revolving.
1 lounge.
1 metal bucket.
4 waste-baskets.
7 pen-racks.
1 wash-stand.
1 water-pitcher stand.
1 cooler.
1 wood-box.
1 grate.
1 pair tongs.
1 shovel.
1 rack.
1 drop-light.
4 cuspidors.

COMMITTEE ON FOREIGN AFFAIRS.

1 carpet.
1 table, large.
1 table, small.
1 desk.
1 hat-rack.
20 chairs.
1 book-case.
1 pigeon-hole case.
1 mirror.
1 clock.
1 globe.
1 book-shelf.
1 lounge.
1 pitcher and glass.
1 map.
1 wash-stand.
1 water-pitcher stand.
1 metal bucket.
1 screen.
1 wood-box.
1 pair fire-irons.
1 brass shovel.
1 brass tongs.
1 brass rack.
1 letter-press.
1 letter-press stand.
1 towel-rack.
1 waste-basket.
6 cuspidors.

COMMITTEE ON THE JUDICIARY.

1 carpet.
2 hair-brushes.
1 whisk broom.
1 table, large.
2 tables, small.
2 desks.
2 hat-racks.
22 chairs.
3 book-cases.
1 pigeon-hole case.
14 ink-stands.
1 mirror.
1 clock.
4 sponge-cups.
1 fender.
2 lounges.
1 cooler and stand.
16 maps and racks.
1 screen.
1 wash-stand.
12 pen-racks.
1 step-ladder.
1 slop-bowl.
1 shoe-box.
1 shoe-brush.
1 wood-box.
1 grate.
1 pair tongs.
1 shovel.
1 rack.
9 waste-baskets.
1 dust-pan.
1 towel-rack.
7 cuspidors.

COMMITTEE ON COMMERCE.

1 carpet.
1 feather-duster.
1 oil-cloth.
1 table, large.
3 tables, small.
2 desks.
2 hat-racks.
18 chairs.
2 book-cases.
1 file-case.
6 cuspidors.
1 mirror.
1 clock.
1 shoe-box.
1 pair steps.
2 lounges.
1 water-cooler.
1 map.
4 paper-weights.
1 wash-stand.
2 screens.
1 water-pitcher.
4 waste-baskets.
1 grate.
1 shovel.
1 pair tongs.
1 rack.
1 fender.
1 drop-light.
1 towel-rack.
2 New York Harbor maps.
12 ink-stands.
5 sponge-cups.
2 pen-racks.
1 file-punch.

COMMITTEE ON PUBLIC LANDS.

1 carpet.
1 table, large.
2 desks.
1 hat-rack.
16 chairs.
3 book-cases.
1 mirror.
1 clock.
1 shoe-brush.
1 lounge.
2 maps.
1 globe.
1 wash-stand.
1 toilet-table.
1 tongs.
1 shovel.
1 poker.
2 waste-baskets.
1 screen.
1 file-case.
1 water-cooler.
7 cuspidors.
1 fender.
1 grate.
1 soap-dish.

LADIES' RETIRING ROOM.

2 carpets.
2 tables, small.
13 chairs.
4 lace curtains.
2 sofas.
1 wardrobe.
2 mirrors.
1 comb.
2 hair-brushes.
1 lounge.
1 cooler.
4 hassocks.
1 wash-stand.
1 waste-basket.
1 cuspidor.

REPORTERS' GALLERY.

3 carpets.
2 sofas.
1 table, large.
7 tables, small.
2 coat-racks.
78 chairs.
5 chairs, upholstered.
45 ink-stands.
2 mirrors.
1 clock.
1 book-shelf.
1 lounge.
1 cooler.
1 paper-file.
1 fender.
1 grate.
1 tongs.
1 shovel.
1 rack.
14 cuspidors.

COMMITTEE ON BANKING AND CURRENCY.

1 carpet.
1 table, large.
2 desks.
1 hat-rack.
20 chairs.
1 book-case.
1 pigeon-hole case.
1 mirror.
1 clock.
1 lounge.
1 pitcher.
1 screen (fire).
1 shovel.
1 tongs, pair.
1 rack.
1 grate.
1 fender.
2 pen-racks.
7 cuspidors.

COMMITTEE ON ENROLLED BILLS.

1 carpet.
4 ink-stands.
3 sponge-cups.
1 table, large.
1 table, small.
1 desk.
1 hat-rack.
7 chairs.
1 pen-rack.
1 pigeon-hole case.
1 mirror.
1 clock.
1 bill-file.
1 lounge.
2 pitchers.
2 waste-baskets.
1 wash-stand.
1 wash-bowl.
1 soap dish.
2 slop-buckets.
1 tongs.
1 shovel.
1 rack.
1 drop-light.
1 duster, feather.
1 shoe-box.
2 cuspidors.

COMMITTEE ON MILITARY AFFAIRS.

1 carpet.
4 sponge-cups.
1 table, large.
1 table, small.
1 desk.
1 hat-rack.
22 chairs.
3 book-cases.
1 pigeon-hole case.
1 mirror.
1 clock.
16 oil paintings.
2 book-shelves.
1 lounge.
1 pitcher.
5 maps.
1 ink-stand.
1 pen-rack,
1 cooler.
1 stand (toilet).
1 paper-weight.
1 shovel.
1 tongs.
1 rack.
1 wood-box.
2 fire-irons.
1 fender.
1 letter-press and stand.
4 waste-baskets.
4 cuspidors.
2 pairs steps.
1 shoe-box.
1 shoe-brush.
1 hair-brush.
1 screen.

COMMITTEE ON WAYS AND MEANS.

carpet.
1 rug.
1 oil-cloth.
1 table, large.
1 table, small.
2 desks.
1 hat-rack.
27 chairs.
5 book-cases.
1 pigeon-hole case.
1 scales.
1 mirror.
1 clock.
1 clock ornament.
1 book-shelf.
1 lounge.
2 pitchers.
1 map.
1 type-writer.
1 wash-stand.
4 ink-stands.
1 cooler and stand.
1 small table, fancy.
2 screens.
1 shovel.
1 tongs.
1 grate.
1 fender.
1 drop-light.
1 broom.
5 waste-baskets.
1 shoe-box.
1 shoe-brush.
4 cuspidors.
1 soap-dish.
1 thermometer.

COMMITTEE ON APPROPRIATIONS.

1 carpet.
9 ink-stands.
6 sponge-cups.
1 table, large.
3 pen-racks.
2 desks.
1 hat-rack.
17 chairs.
2 book-cases.
3 pigeon-hole cases.
1 mirror.
1 clock.
4 waste-baskets.
1 pair steps.
1 lounge.
1 cooler.
23 maps and rack.
2 screens.
1 toilet-stand.
1 wood-box.
1 grate.
1 fender.
1 shovel.
7 cuspidors.

SUBCOMMITTEE ON APPROPRIATIONS.

1 carpet.
1 oil-painting of Garfield.
2 tables, large.
1 feather-duster.
2 sponge-cups.
1 desk.
2 ink-stands.
11 chairs.
2 book-cases.
1 soap-dish.
1 mirror.
1 whisk broom.
1 lounge.
2 maps.
1 hair-brush.
1 hair-comb.
1 cloth-brush.
1 toilet-table.
1 shoe-brush.
1 shoe-box.
1 fender.
1 grate.
1 screen.
2 drop-lights.
1 letter-press.
1 letter-press stand.
2 waste-baskets.
1 type-writer.
4 cuspidors.

MEMBERS' LOBBY.

1 carpet.
2 rugs.
7 oil-paintings of ex-Speakers.
2 tables, upholstered.
22 crayons of ex-Speakers.
1 desk, small.
1 hat-rack.
19 chairs, upholstered.
8 sofas, upholstered.
2 mirrors.
15 lambrequins.
2 wood-boxes.
2 grates.
2 fenders.
3 cuspidors.

MEMBERS' WASH-ROOM.

6 mats.	2 soap-dishes.
2 chairs.	1 whisk broom.
1 mirror.	3 glasses.
1 hot-water tank.	6 cuspidors.
1 cigar-lighter.	1 shoe-box.
3 combs.	1 shoe-brush.
3 hair-brushes.	2 towel-racks.
1 cooler.	

HALL OF HOUSE OF REPRESENTATIVES.

1 carpet.	10 lounges.
336 inkstands.	2 mail boxes.
336 desks.	2 screens.
337 chairs.	4 thermometers.

EAST CLOAK-ROOM.

2 carpets.	2 coal-scuttles.
2 hat-racks.	1 waste-basket.
10 chairs.	2 dust-pans.
4 mirrors.	1 wood-box.
1 cooler.	79 cuspidors.
2 buckets.	3 barber chairs.
3 lounges.	

WEST CLOAK-ROOM.

2 carpets.	3 mirrors.
1 table, small.	1 scuttle.
2 hat-racks.	1 cooler.
9 chairs.	1 box for wood.
2 barber chairs.	75 cuspidors.
1 towel-press.	

DOORKEEPER'S DOCUMENT ROOM.

2 carpets.	1 comb.
1 oil-cloth.	2 hair-brushes.
3 desks.	1 bucket.
1 hat-rack.	1 wood-box.
4 chairs.	2 fire-irons.
5 pairs steps.	1 tongs.
2 mirrors.	1 shovel.
1 clock.	1 rack.
1 lounge.	1 fender.
1 cooler.	3 cuspidors.

COMMITTEE ON INVALID PENSIONS.

1 carpet.	1 clock.
12 inkstands.	1 cooler and stand.
1 table, large.	1 mop.
2 tables, small.	1 wash-stand.
1 desk.	1 whisk broom.
1 hat-rack.	1 hair-brush.
18 chairs.	1 hair-comb.
2 book-cases.	6 waste-baskets.
1 nail-dish.	1 fender.
1 soap-dish.	1 gas-lighter.
1 mirror.	7 cuspidors.

COMMITTEE ON ACCOUNTS.

1 carpet.
1 inkstand.
1 large table.
1 desk.
1 hat-rack.
15 chairs.
1 book-case.
1 pigeon-case.
1 broom.
1 mirror.
1 clock.
1 feather duster.
1 cooler-stand.
1 lounge.
1 shoe-box.
1 shoe-brush.
1 screen.
1 waste-basket.
1 fender.
1 shovel.
1 tongs.
1 rack.
1 towel-rack.
2 thermometers.
5 cuspidors.

COMMITTEE ON EXPENDITURES IN THE STATE DEPARTMENT.

1 carpet.
1 large table.
1 desk.
3 chairs.
1 mirror.
1 screen.
1 fender.

COMMITTEE ON EXPENDITURES IN THE WAR DEPARTMENT.

1 carpet.
1 table, large.
1 table, small.
8 chairs.
1 mirror.
1 book-shelf.
1 lounge.
1 pitcher.
1 wash-stand.
1 comb.
1 brush.
1 soap-dish.
1 glass.
1 towel-rack.
3 cuspidors.

COMMITTEE ON WAR CLAIMS.

1 carpet.
4 inkstands.
1 sponge-cup.
1 large table.
3 desks.
1 hat-rack.
16 chairs.
1 book-case.
1 pigeon-hole case.
1 feather duster.
1 mirror.
1 clock.
4 waste-baskets.
1 lounge.
1 pitcher.
2 glasses.
1 soap-dish.
1 wash-stand.
1 cooler.
1 shoe-brush.
1 toilet table.
1 fender.
1 tongs.
1 poker.
1 rack.
1 rack.
1 towel-rack.
9 cuspidors.

COMMITTEE ON CLAIMS.

1 carpet.
9 inkstands.
6 pen-racks.
1 table, large.
6 sponge-cups.
2 desks.
1 hat-rack.
20 chairs.
2 book-cases.
2 soap dishes.
1 wardrobe.
1 mirror.
1 clock.
1 shoe-box.
1 shoe-brush
1 lounge.
1 pitcher.
1 mop.
1 wash-stand
1 nail-dish.
1 paper-weight
1 fender.
1 towel-rack.
7 cuspidors.

COMMITTEE ON AGRICULTURE.

1 carpet.
12 inkstands.
4 sponge-cups.
1 screen.
2 desks.
1 hat-rack.
18 chairs.
2 book-cases.
1 mirror.
1 clock.
1 clock ornament.
2 lounges.
1 pitcher.
1 shoe-box.
1 shoe-brush.
1 wash-stand.
3 glasses.
2 hair-brushes.
1 comb.
1 table for pitcher.
1 hat-brush.
1 fender.
1 shovel.
1 tongs.
1 rack.
1 drop-light.
1 letter-press, etc.
1 towel-rack.
6 cuspidors.

COMMITTEE ON PRINTING.

1 carpet.
1 inkstand.
1 pen-rack.
1 large table.
2 small tables.
1 desk.
1 hat-rack.
7 chairs.
1 book-case.
2 brooms.
1 step-ladder.
1 mirror.
1 clock.
1 lounge.
1 pitcher.
1 wash-stand.
1 hassock.
1 table water-pitcher.
1 fender.
1 tongs.
1 shovel and rack.
1 towel-rack.
1 feather duster.
3 waste-baskets.
5 cuspidors.

COMMITTEE ON EXPENDITURES IN POST-OFFICE DEPARTMENT.

1 carpet.
1 inkstand.
2 pen-racks.
1 large table.
1 nail-dish.
1 desk.
1 hat tree.
5 chairs.
1 broom.
1 blotter-holder.
1 mirror.
1 lounge.
1 shoe-box.
1 wash-stand.
1 wash bowl and pitcher.
1 waste-basket.
1 soap-dish.
1 letter-press.
2 cupsidors.

SPEAKER'S PRIVATE ROOM.

1 carpet.
2 inkstands.
2 pen-racks.
2 sponge-cups.
1 fancy table.
2 desks.
3 chairs.
2 upholstered chairs.
1 drawer case.
2 lace curtains.
1 small mirror.
1 lambrequin.
4 pictures.
1 lounge.
1 pitcher.
1 soap-dish.
1 wasto-basket.
1 towel-rack.
2 cuspidors.

OFFICIAL REPORTERS' ROOM.

2 carpets.
4 inkstands.
2 sponge-cups.
1 nail-brush.
3 small tables.
8 desks.
1 hat-rack.
14 chairs.

3 book-cases.
2 soap-dishes.
1 broom.
1 mirror.
1 clock.
4 waste-baskets.
1 pitcher.
1 wash-stand.
1 tongs, shovel, and rack.
1 fender.
1 drop-light.
1 towel-rack.
2 cuspidors.
1 type-writer.
1 screen.

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS.

1 carpet.
1 sofa.
1 oil-cloth.
1 table, large.
6 inkstands.
2 desks.
1 hat-tree.
17 chairs.
2 book-cases.
1 book-stand.
1 feather duster.
1 mirror.
1 clock.
4 pen-racks.
5 sponge-cups.
1 lounge.
1 cooler.
6 maps and racks.
1 shoe-box.
1 shoe-brush.
1 wash-stand.
2 paper-weights.
1 step-ladder.
1 table, fancy.
1 wood-box.
1 fender.
1 soap-dish.
1 drop-light.
1 letter-press.
1 towel-rack.
3 waste-baskets.
6 cuspidors.

COMMITTEE ON EXPENDITURES IN DEPARTMENT OF JUSTICE.

1 carpet.
3 inkstands.
4 pen-racks.
1 large table.
3 sponge-cups.
1 desk.
1 hat-rack.
6 chairs.
1 paper-weight.
1 soap-dish.
1 glass.
1 hat-brush.
1 hair-brush.
1 shoe-box.
1 lounge.
1 pitcher.
1 shoe-brush.
1 wash-stand.
1 wash-bowl and pitcher.
1 slop-bowl.
3 waste-baskets.
3 cuspidors.

SPEAKER'S ROOM.

1 carpet.
3 inkstands.
2 pen-racks.
1 small table.
1 desk.
1 hat-rack.
10 chairs.
3 book-cases.
3 sponge-cups.
1 hat-brush.
1 mirror.
1 clock.
1 soap-dish.
1 nail-dish.
1 lounge.
1 silver pitcher and tray.
3 silver goblets.
1 brass wood-hod.
1 brass fender, shovel, rack, and tongs.
1 screen.
1 hair-brush.
1 drop-light.
1 towel-rack.
1 comb.
5 cuspidors.

BUTLER BUILDING, COMMITTEE ON INDIAN DEPREDATIONS.

1 carpet.
6 inkstands.
4 pen-racks.
1 large table.
4 sponge-cups.
11 desk.
1 hat-rack.
4 chairs.
1 book-case.
2 paper-weights.

1 soap-dish.
1 clock.
1 glass.
5 waste-baskets.
1 pitcher and bowl.
1 hat-brush.
1 comb.
1 wash-stand.
1 slop-bowl.
1 towel-rack.
4 cuspidors.

COMMITTEE ON CENSUS, BUTLER BUILDING.

1 carpet.
9 inkstands.
6 pen-racks.
8 sponge-cups.
1 large table.
1 desk.
1 hat-rack.
13 chairs.
1 book-case.
3 paper-weights.
1 cooler and stand.
1 hat-brush.
1 lounge.
1 pitcher.
1 wash-stand.
1 slop-bowl.
1 hair-brush.
1 waste-basket.
1 whisk broom.
4 cuspidors.

COMMITTEE ON THE POST-OFFICE AND POST-ROADS.

1 carpet.
10 inkstands.
6 pen-racks.
1 large table.
2 small tables.
1 desk
1 hat-rack.
16 chairs.
1 book-case.
5 sponge-cups.
1 mirror.
1 feather duster.
1 clock.
6 waste-baskets.
1 lounge.
1 pitcher.
21 maps.
2 cases.
1 globe.
1 wash-stand.
1 comb.
1 brush.
1 bucket.
1 toilet table.
1 dust-brush.
2 fire-irons.
1 fender.
3 screens.
1 soap-dish.
1 hat-brush.
1 whisk brush.
8 cuspidors.
1 blacking-brush.

COMMITTEE ON THE TERRITORIES.

1 carpet.
12 inkstands.
4 pen-racks.
1 table.
2 tables, small.
1 desk.
1 hat-rack.
16 chairs.
3 sponge-cups.
1 mirror.
1 clock.
1 broom.
1 lounge.
1 pitcher.
6 maps.
1 wash-stand.
1 cooler and stand.
1 fender.
1 tongs.
1 shovel.
1 rack.
7 waste-baskets.
1 shoe-box.
1 shoe-brush.
1 towel-rack.
1 whisk broom.
6 cuspidors.

COMMITTEE OF EXPENDITURES IN THE NAVY DEPARTMENT.

1 carpet.
1 table, large.
1 desk.
8 chairs.
1 mirror.
1 lounge.
1 pitcher.
1 soap-dish.
1 nail-brush dish.
1 wash-stand.
1 fancy table.
2 cuspidors.

2 brooms.
1 lounge.
1 cooler and stand.
3 waste-baskets.
1 whisk broom.
1 wash-stand.
1 slop-bowl.
1 fender.
1 drop-light.
1 letter-press.
1 towel-rack.
5 cuspidors.

COMMITTEE ON ALCOHOLIC LIQUOR TRAFFIC.

1 carpet.
1 inkstand.
3 waste-baskets.
1 large table.
1 small table.
1 desk.
11 chairs.
1 mirror.
1 clock.
2 pitchers.
1 glass.
1 soap-dish.
1 wash-stand.
1 wash-bowl.
4 cuspidors.

COMMITTEE ON MERCHANT MARINE AND FISHERIES.

1 carpet.
12 inkstands.
3 sponge-cups.
1 large table.
2 desks.
2 hat-racks.
16 chairs.
1 soap-dish.
1 nail-brush.
1 wardrobe.
1 mirror.
1 clock.
1 clock ornament.
1 whisk broom.
1 sofa.
2 pitchers.
1 map.
1 broom.
1 wash-stand.
1 tongs.
1 screen.
1 towel-rack.
3 waste-baskets.
3 cuspidors.

COMMITTEE ON EXPENDITURES IN TREASURY DEPARTMENT.

1 carpet.
9 inkstands.
3 pen-racks.
1 large table.
2 sponge-cups.
1 desk.
1 hat-rack.
10 chairs.
2 paper-weights.
6 waste-baskets.
1 balance scales.
1 hat-brush.
2 brooms.
1 glass.
1 lounge.
1 pitcher and bowl.
1 map.
1 soap-dish.
1 wash-stand.
1 feather duster.
1 slop bowl.
1 drop-light.

LADIES' RECEPTION ROOM.

1 carpet.
1 table.
13 chairs.
1 sofa.
1 cooler.

TERRITORIAL DELEGATES' COMMITTEE.

1 carpet.
1 large table.
1 wash-stand.
1 bowl.
1 pitcher.
4 chairs.
3 cuspidors.
1 book-shelf.

COMMITTEE ON ELECTION OF PRESIDENT AND VICE-PRESIDENT.

1 carpet.
5 inkstands.
3 pen-racks.
1 large table.
5 sponge-cups.
3 desks.
2 hat-racks.
17 chairs.

1 book-case.
2 pigeon-hole cases.
1 mirror.
1 clock.
2 paper-weights.
1 soap-dish.
1 shoe-box.
6 cuspidors.
1 cuspidor brush.
2 lounges.
1 pitcher.
1 feather duster.
8 waste-baskets.
1 wash-stand.
1 towel-rack.
1 screen.
1 scuttle.
1 broom.
1 fender.
1 blower.
1 shovel, tongs, rack.
1 drop-light.

COMMITTEE ON EDUCATION.

1 carpet.
6 inkstands.
4 pen-racks.
1 large table.
3 sponge-cups.
1 hat-rack.
2 desks.
15 chairs.
2 book-cases.
1 nail-brush.
1 hair-brush.
1 clock.
1 broom.
1 shoe-box.
1 shoe-brush.
1 soap-dish.
1 lounge.
1 pitcher.
1 paper-weight.
1 wash-stand.
1 whisk broom.
3 waste-baskets.
1 shovel.
1 rack.
1 fender.
1 towel-rack.
1 cuspidor.

COMMITTEE ON COINAGE, WEIGHTS, AND MEASURES.

1 carpet.
5 ink-stands.
4 pen-racks.
1 table, large.
1 table, small.
3 desks.
5 sponge-cups.
22 chairs.
1 hair-brush.
2 pigeon-hole cases.
1 hat-brush.
1 mirror.
1 clock.
1 clock ornament.
1 whisk broom.
1 lounge.
1 cooler and stand.
1 map.
1 screen.
1 wash-stand.
1 broom.
3 waste-baskets.
1 fender.
1 shovel.
1 tongs.
1 rack.
1 letter-press and stand.
1 towel-rack.
6 cuspidors.

COMMITTEE ON PRIVATE LAND CLAIMS.

1 carpet.
7 inkstands.
1 pen-rack.
1 table, large.
1 sponge-cup.
1 desk.
1 hat-tree.
16 chairs.
1 feather duster.
1 whisk broom.
1 hair-brush.
1 mirror.
1 clock.
1 rug.
1 soap-dish.
1 sofa.
1 pitcher.
1 umbrella-stand.
6 waste-baskets.
1 table for pitcher.
1 screen.
1 tongs and shovel.
1 rack.
1 stove.
1 towel-rack.
5 cuspidors.

COMMITTEE ON MINES AND MINING.

1 carpet.
3 inkstands.
4 pen-racks.
1 table, large.
2 sponge-cups.
2 desks.
1 paper-weight.
16 chairs.
1 hair-brush.
1 comb.
1 hat-brush.
1 mirror.
1 clock.
4 waste-baskets.
1 lounge.
1 pitcher.
1 shoe-box.
1 shoe-brush.
1 wash-stand.
1 dust-pan.
1 fender.
1 feather duster.
1 bucket.
1 broom.
6 cuspidors.

OFFICE OF FOLDING-ROOM.

1 carpet.
2 inkstands.
2 pen-racks.
1 table, large.
3 sponge-cups.
2 desks.
1 hat-rack.
8 chairs.
3 book-cases.
2 waste-baskets.
1 mirror.
1 clock.
1 book-shelf.
2 lounges.
1 cooler.
1 settee.
1 wash-stand.
1 truck.
2 wood-boxes.
1 towel-rack.
5 cuspidors.

OFFICE OF SUPERINTENDENT FOLDING-ROOM.

1 carpet.
3 inkstands.
2 pen-racks.
4 sponge-cups.
3 paper-weights.
2 desks.
3 chairs.
1 whisk broom.
1 wardrobe.
1 mirror.
2 book-shelves.
2 shoe-box.
1 shoe-brush.
1 cooler and stand.
1 waste-basket.
1 balance scales.
1 fender.
1 hair-brush.
1 hat-brush.
1 letter-press.

HOUSE RESTAURANT.

29 tables, marble top.
112 chairs.
3 sideboards.
2 hat-racks.
3 mirrors.
2 screens.
2 refrigerators.
1 cooler.
1 steam table.
16 boilers, copper.
2 cash desks.

JANITOR'S OFFICE.

2 towel-presses.
1 large chest.
1 carpet.
1 desk.
3 chairs.
1 shoe-box.
1 shoe-brush.
1 cuspidor.
1 clock.
1 inkstand.

O

1 book-case.
2 pigeon-hole cases.
1 mirror.
1 clock.
2 paper-weights.
1 soap-dish.
1 shoe-box.
6 cuspidors.
1 cuspidor brush.
2 lounges.
1 pitcher.
1 feather duster.
8 waste-baskets.
1 wash-stand.
1 towel-rack.
1 screen.
1 scuttle.
1 broom.
1 fender.
1 blower.
1 shovel, tongs, rack.
1 drop-light.

COMMITTEE ON EDUCATION.

1 carpet.
6 inkstands.
4 pen-racks.
1 large table.
3 sponge-cups.
1 hat-rack.
2 desks.
15 chairs.
2 book-cases.
1 nail-brush.
1 hair-brush.
1 clock.
1 broom.
1 shoe-box.
1 shoe-brush.
1 soap-dish.
1 lounge.
1 pitcher.
1 paper-weight.
1 wash-stand.
1 whisk broom.
3 waste-baskets.
1 shovel.
1 rack.
1 fender.
1 towel-rack.
1 cuspidor.

COMMITTEE ON COINAGE, WEIGHTS, AND MEASURES.

1 carpet.
5 ink-stands.
4 pen-racks.
1 table, large.
1 table, small.
3 desks.
5 sponge-cups.
22 chairs.
1 hair-brush.
2 pigeon-hole cases.
1 hat-brush.
1 mirror.
1 clock.
1 clock ornament.
1 whisk broom.
1 lounge.
1 cooler and stand.
1 map.
1 screen.
1 wash-stand.
1 broom.
3 waste-baskets.
1 fender.
1 shovel.
1 tongs.
1 rack.
1 letter-press and stand.
1 towel-rack.
6 cuspidors.

COMMITTEE ON PRIVATE LAND CLAIMS.

1 carpet.
7 inkstands.
1 pen-rack.
1 table, large.
1 sponge-cup.
1 desk.
1 hat-tree.
16 chairs.
1 feather duster.
1 whisk broom.
1 hair-brush.
1 mirror.
1 clock.
1 rug.
1 soap-dish.
1 sofa.
1 pitcher.
1 umbrella-stand.
6 waste-baskets.
1 table for pitcher.
1 screen.
1 tongs and shovel.
1 rack.
1 stove.
1 towel-rack.
5 cuspidors.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 13.

EXPENDITURES OF CLERK'S OFFICE, HOUSE OF REPRESENTATIVES.

LETTER

FROM

THE CLERK OF THE HOUSE OF REPRESENTATIVES,

SUBMITTING

A report of expenditures by him for the fiscal year ended June 30, 1889.

DECEMBER 9, 1889.—Referred to the Committee on Accounts and ordered to be printed.

CLERK'S OFFICE,
HOUSE OF REPRESENTATIVES UNITED STATES,
Washington, D. C., December 2, 1889.

SIR: In obedience to the requirements of sections 60, 61, 62, 63, and 70 of the Revised Statutes of the United States, and in compliance with the terms of a resolution of the House of Representatives of July 24, 1868, I have the honor to submit the following report of clerks and other persons employed, and of payments and issues made, in this office, from the 1st day of July, 1888, to the 30th day of June, 1889, inclusive, which will be found classified in papers marked A, B, C, D, and E, and to state that the persons named as in the service of this office have been usefully employed.

JNO. B. CLARK,
Clerk of the House of Representatives.

HON. THOMAS B. REED,
Speaker of the House of Representatives.

Salaries of officers and employés House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5270		John P. Leedom *et al.*—Continued.		
	Joseph Baumer	Clerk, Naval Affairs	$168.50	
	James E. Mendenhall	Clerk, Public Lands	168.50	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	168.50	
	John Dougherty	Clerk, Public Buildings and Grounds	168.50	
	James P. Hickman	Clerk, Rivers and Harbors	168.50	
	J. N. Williams	Clerk, War Claims	168.50	
		Assistant clerk, War Claims		
	Wm. H. Mobley	Clerk, Elections, July 11 to 31	114.13	
	Jno. D. O'Connor	Clerk, Eleventh Census, July 11 to 31	114.13	
	J. B. Holloway	Clerk, prepare digest of claims, July 11 to 31.	114.13	
				$5,150.94
5271		Lycurgus Dalton *et al.*, July, 1888.		
	Lycurgus Dalton	Postmaster	210.60	
	James R. Fisher	Assistant postmaster	168.50	
	John H. Pratt	Messenger	101.10	
	William A. Horbach	....do	101.10	
	James L. Brown	....do	101.10	
	Reuben Bourne	....do	101.10	
	Ralph Carlton	....do	101.10	
	W. C. Crawley	....do	101.10	
	William W. Pace	....do	101.10	
	Wm. M. Prescott	....do	101.10	
	John R. Grace	....do	101.10	
	Henry Yater	Messenger, heavy mail-wagon	101.10	
	Daniel B. Webster	Laborer	60.60	
	Franklin A. Rooney	Session messenger, per session	116.43	
	R. T. Merrifield	....do	116.43	
	John Stack	....do	116.43	
	W. C. Davis, jr	Session messenger, per month	100.00	
	H. J. Jackson	....do	100.00	
	John T. Healey	....do	100.00	
	Junius Wingfield	....do	100.00	
	Henry Culbertson	Hire horses and wagons	421.20	
	George C. Lafferty	Committee stenographer	337.00	
	A. C. Welch	....do	337.00	
	W. J. Kehoe	Private secretary to Speaker	177.10	
	N. T. Crutchfield	Clerk to Speaker's table	177.10	
	O. O. Stealey	Clerk to the Speaker	134.80	
	Henry Neal	Messenger to Speaker	54.35	
	W. H. Milburn	Chaplain	75.00	
	Albert Ordway	Making index to Journals of Congress	210.60	
	Charles Abert	Assistant, making index to Journals of Congress, July 1 to 10.	54.35	
	E. D. Appleton	Assistant, making index to Journals of Congress, July 27 to 31.	13.59	
	S. B. Gray	Assistant, making index to Journals of Congress, July 26 to 31.	13.04	
	Andrew R. Potts	Assistant, making index to Journals of Congress, July 27 to 31.	16.30	
				4,221.43
5272		George Gilliland *et al.*, July, 1888.		
	George Gilliland	Clerk, Banking and Currency	186.00	
	D. P. Bailey	Clerk, Coinage, Weights and Measures	186.00	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries	186.00	
	John W. Springer	Clerk, Territories	186.00	
	Robert M. Davidson	Clerk, Railways and Canals	186.00	
	Henry T. Lyle	Clerk, Manufactures	186.00	
	Wm. F. Kerfoot	Clerk, Mines and Mining	186.00	
	L. C. McPherson	Clerk, Pacific Railroads	186.00	
	J. H. Williamsom	Clerk, Education	186.00	
	W. F. Robbins	Clerk, Labor, July 1 to 9	54.00	
	Mark Curley	Clerk, Militia	186.00	
	A. C. Weaver	Clerk, Patents	186.00	
	S. M. Guthridge	Assistant clerk, Invalid Pensions	186.00	
	Daniel McDonald	....do	186.00	
	J. Walter Blandford	Clerk, Pensions	186.00	
	W. E. Varnon	Clerk, Private Land Claims	186.00	
	Wm. C. Swanson	Clerk, Revision of Laws	186.00	
	J. Wheeler	Clerk, Expenses in Treasury Department	186.00	
	Guy Laffoon	Clerk, Expenses in War Department	186.00	
	C. S. McLaughlin	Clerk, Expenses in Post-Office Department, July 1 to 22.	132.00	
	G. N. Kersten	Clerk, Expenses in Interior Department	186.00	
	Daniel Patterson	Clerk, Expenses in Public Buildings	186.00	
	Charles H. Vanderford	Clerk, Accounts	186.00	
	John H. Bergen	Clerk, Library	186.00	
	E. B. Wade	Clerk, Printing	186.00	
	Solomon C. Wilson	Clerk, Enrolled Bills	186.00	

A.

Salaries of officers and employés, House of Representatives, 1889.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5269		Jno. B. Clark *et al.*, July, 1888:		
	Jno. B. Clark	Clerk, House of Representatives	$421.20	
	Jno. B. Clark	Horses, wagons, and cartage	32.61	
	T. O. Towles	Chief clerk	303.30	
	Jno. C. Robinson	Journal clerk	303.30	
	Neill S. Brown	Reading clerk	303.30	
	Thomas S. Pettit	....do	303.30	
	Samuel D. Craig	Tally clerk	252.70	
	John H. Rogers	Printing and bill clerk	210.60	
	S. B. Cunningham	Disbursing clerk	210.60	
	Ferris Finch	File clerk	189.50	
	Theo. F. King	Enrolling clerk	189.50	
	Henry Gumble	Assistant disbursing clerk	168.50	
	John K. Metzger	Assistant enrolling clerk	168.50	
	Robert H. Cowan	Resolution and petition clerk	168.50	
	R. C. Montgomery	Newspaper clerk	168.50	
	John C. Teller	Index clerk	168.50	
	J. H. Scales	Superintendent document room	168.50	
	William Butler	Librarian	168.50	
	W. F. Hudson	Distributing clerk	151.60	
	John F. Ancona	Stationery clerk	151.60	
	Asher Barnett	Assistant librarian	151.60	
	Wm. H. Smith	....do	151.60	
	J. B. McDonnell	Book-keeper	134.80	
	Geo. S. Donnell	Clerk	134.80	
	W. H. Wiggins	....do	134.80	
	John W. Hall	....do	134.80	
	L. T. English	....do	134.80	
	John F. Trentlen	Clerk to index private claims	134.80	
	Sanders Garland	....do	134.80	
	W. B. Forrest	....do	134.80	
	Joel W. Hiatt	Document clerk	121.30	
	B. G. Kuehling	Locksmith	121.80	
	James C. Daly	Messenger, Library	110.70	
	Aaron Russell	....do	110.70	
	Wm. W. Kelser	Telegraph operator	75.80	
	Wm. T. Page	Assistant file clerk	75.80	
	John J. Coughlin	Laborer, Clerk's document room	75.80	
	Ryder Henry	....do	75.80	
	J. L. Davis	Page	60.60	
	Frank T. Quigley	Laborer	60.60	
	Maurice Ruddlesden	....do	60.60	
	Robert Richardson	....do	60.60	
	Geo. W. Hutton	....do	60.60	
	Jesse D. Robinson	Messenger, chief clerk's room	25.30	
	Battle McCardle	Assistant Journal clerk	186.00	
	F. H. Tompkins	Assistant index clerk	186.00	
	William Richardson	Laborer	60.60	
	Geo. W. Hutton	Hire horse and wagon	34.24	
				$7,146.55
5270		John P. Leedom *et al.*, July, 1888:		
	John P. Leedom	Sergeant-at-Arms	379.10	
	Isaac R. Hill	Deputy Sergeant-at-Arms	168.50	
	C. E. Silcott	Cashier	252.70	
	H. L. Ballentine	Paying teller	168.50	
	J. D. Selzer	Book-keeper	151.60	
	David A. Roberts	Messenger	101.10	
	Samuel T. Kalbfus	Page	60.60	
	Charles H. Christian	Laborer	55.55	
		Clerks and messengers, annual committees:		
	Henry Talbott	Clerk Committee Ways and Means	252.70	
	Charles H. Mills	Assistant clerk Committee Ways and Means	134.80	
	D. W. Carroll	Messenger Committee Ways and Means	84.20	
	James C. Courts	Clerk Committee on Appropriations	252.70	
	John D. Cremer	Assistant clerk Committee Appropriations	134.80	
	L. Olie Meek	Messenger Committee Appropriations	84.20	
	Robert M. Wallace	Clerk, Agriculture	168.50	
	Geo. W. Rae	Clerk, Claims	168.50	
	Louis Chable	Clerk, Commerce	168.50	
	Edward McIvor	Clerk, District of Columbia	168.50	
	Brinley D. Sleight	Clerk, Foreign Affairs	168.50	
	David W. Peel	Clerk, Indian Affairs	168.50	
	John Mesler	Clerk, Invalid Pensions	168.50	
	H. C. Hynson	Clerk, Judiciary	168.50	
	Geo. B. Parsons	Clerk, Military Affairs	168.50	

Salaries of officers and employés, House of Representatives, 1889—Continued

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5274		John G. Healy *et al.*—Continued.		
	Geo. F. Howard	Folder	$75.80	
	Jas. A. Newsom	do	75.80	
	E. C. Huckabee	Folder, July 1 to 3	7.34	
	J. W. Davison	Folder, July 4 to 31	68.46	
	J. C. Silcott	do	75.80	
	A. E. Fitzgerald	Folder	75.80	
	J. S. Cutting	do	75.80	
	D. McMatheson	do	75.80	
	E. D. Eaton	do	70.80	
	A. L. Fant	do	70.80	
	E. A. Foster	do	70.80	
	J. V. Cunningham	do	70.80	
	J. L. Case	do	70.80	
	Jno. A. Barnes	do	60.60	
	Jno. Heffron	do	60.60	
	Robert Dougherty	do	60.60	
	Jno. F. Gleason	do	60.60	
	M. B. Young	do	60.60	
	H. B. Keffer	do	60.60	
	S. E. Browne	do	60.60	
	H. T. Kincaid	do	60.60	
	E. L. Lease	do	60.60	
	Thos. Powell	do	60.60	
	Geo. W. McHale	do	60.60	
	L. A. Ducros	do	60.60	
	Chas. T. Cropley	do	60.60	
	F. B. Dibble	do	60.60	
	W. H. Millett	do	60.60	
	Willie Howell	Page	42.10	
	Thos. P. Bell	Laborer	33.70	
	Robert Hazlett	Driver	50.50	
	A. H. Pruitt	Watchman	75.80	
				$3,074.00
5275		Samuel H. Decker *et al.*, July, 1888:		
	Samuel H. Decker	Soldiers' Role	101.10	
	Wm. T. Fitch	do	101.10	
	William Irving	do	101.10	
	Hugh Lewis	do	101.10	
	Jas. I. McConnell	do	101.10	
	Fernando Page	do	101.10	
	John Ryan	do	101.10	
	John Rome	do	101.10	
	John A. Stewart	do	101.10	
	John A. Travis	do	101.10	
	Jos. F. Wilson	do	101.10	
	Josiah W. White	do	101.10	
	Edson S. Williams	do	101.10	
	Jonathan R. Whitacre	do	101.10	
	Arthur Lucas	Cloak-room laborer	50.10	
	Jno. W. Williams	do	50.10	
	J. A. Savoy	do	50.10	
	L. S. Carey	do	50.00	
	W. H. Jones	do	50.00	
	Robert Coates	do	50.00	
	James Butler	Session laborer	60.00	
	J. F. Reid	do	60.00	
	Albert Williamson	do	60.00	
	C. F. Holbrook	do	60.00	
	S. W. Diggs	do	60.00	
	G. W. Fisher	do	60.00	
	E. Hawkins	do	60.00	
	Alexander Tyler	do	60.00	
	Kendall Lee	do	60.00	
	J. H. Hatcher	do	60.00	
	Jno. T. Downs	Session messenger	67.00	
	M. B. Abercrombie	do	67.00	
	James Cooney	Session folder	67.00	
	S. E. Dinnin	Session folder, July 1 to 3	6.49	
	E. C. Huckabee	Session folder, July 4 to 31	60.51	
	Jno. Cannon	Session folder	67.00	
				2,550.40
5276		T. K. Hackman *et al.*, July, 1888:		
	T. C. Hackman	Riding page	77.50	
	H. Wiltberger	do	77.50	
	Lee Swords	Telephone page	77.50	
	Arthur A. Bowles	Telegraph page	77.50	
	Chas. B. Coffin	Page	77.50	
	Albert Pike, jr	do	77.50	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5272	.....	George Gilliland *et al.*—Continued.		
	Eugene Black	Clerk, Reform Civil Service	$186.00	
	William Shaffner	Clerk, Election President and Vice-President.	186.00	
	James D. Park	Clerk, Indian Depredation Claims	186.00	
	Edward Hughes	Clerk, Alcoholic Liquor Traffic	186.00	
	Frank Moore	Clerk, Labor, July 10 to 31	132.00	
	T. C. Catchings, jr	Clerk, Levees and Improvements Mississippi River, July 11 to 31.	126.00	
	M. L. York	Clerk, Expenses in Navy Department, July 11 to 31.	126.00	
	W. B. Councill	Clerk, Expenses in Department of Justice, July 11 to 31.	126.00	
	Wm. W. McDowell	Clerk, Ventilation and Accoustics, July 11 to 31.	126.00	
	Joseph M. Kendall	Assistant clerk, Claims, July 11 to 31	126.00	
	John R. Cushman	Clerk, Select Committee Library, July 11 to 31.	126.00	
	W. D. Hamilton	Clerk, Expenses in Post-Office Department, July 23 to 31.	54.00	
				$6,336.
5273	.....	A. B. Hurt *et al.*, July, 1888:		
	A. B. Hurt	Doorkeeper	294.80	
	A. B. Hurt	Horse hire, feed, etc., July 1 to 10	29.80	
	W. H. Nichols	Assistant Doorkeeper	168.50	
	H. C. Wall	Clerk, Doorkeeper	101.10	
	Thos. G. Ingram	Janitor	101.10	
	Jno. A. Hannay	Superintendent document-room	168.50	
	H. G. Williams	Assistant superintendent document-room	168.50	
	Geo. P. Money	File clerk	117.90	
	Felix McCloskey	Assistant file clerk	110.70	
	Chas. W. Coombe	Department messenger	168.50	
	Chas. H. Mann	Messenger reporters' gallery	101.10	
	Andrew J. Fallon	Messenger	101.10	
	Jno. McGuire	do	101.10	
	J. H. Chinn	do	101.10	
	F. S. Bishop	do	101.10	
	G. W. Feelemyer	do	101.10	
	H. B. Lingenfelter	Messenger	101.10	
	E. A. Schwarz	do	101.10	
	M. Sullivan	do	101.10	
	J. S. Dunham	do	84.20	
	N. Q. Henderson	do	84.20	
	M. M. Robinson	do	84.20	
	W. B. Albright	do	84.20	
	G. C. Lightfoot	do	84.20	
	J. M. McKay	do	84.20	
	R. G. Blake	do	84.20	
	J. H. Cover	do	84.20	
	Sumter Phillips	do	84.20	
	John T. Chancey	Special employé	126.40	
	Henry Neal	Laborer, July 1 to 10	19.57	
	S. C. Matlock	do	60.60	
	R. W. Beckley	do	60.60	
	Jno. W. Davison	Laborer, July 1 to 3	5.87	
	S. E. Dinnin	Laborer, July 4 to 31	54.73	
	Charles Carter	do	60.60	
	H. C. Littlefield	do	60.60	
	James Hall	do	60.60	
	J. B. Askins	do	60.60	
	F. M. Godfrey	do	60.60	
	Jno. M. Cooney	do	50.50	
	M. E. Triplett	Attendant ladies' room	50.50	
	Wilson Grice	Cloak-room laborer	50.50	
	A. B. Thomas	do	50.50	
	A. H. Pickens	Chief page	75.80	
	E. L. Phillips	do	75.80	
				4,080.
5274	.....	John G. Healy *et al.*, July 1888:		
	Jno. G. Healy	Superintendent folding room	168.50	
	Chas. M. Davis	Chief clerk folding room	151.60	
	Geo. A. Bacon	Foreman folding room	126.40	
	Richard L. Newnham	Clerk folding room	101.10	
	Francis W. McGurk	do	101.10	
	James Byrne	Messenger folding room	101.10	
	F. C. Robertson	Folder seal room	101.10	
	Frank Bauby	Folder	75.80	
	W. C. Rowland	do	75.80	
	Jno. B. Seney	do	75.80	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5363		John B. Clark *et al.*—Continued.		
	John F. Ancona	Stationery	$151.60	
	Asher Barnett	Assistant librarian	151.60	
	William H. Smith	do	151.60	
	J. B. McDonnell	Book-keeper	134.80	
	George S. Donnell	Clerk	134.80	
	W. H. Wiggins	do	134.80	
	John W. Hall	do	134.80	
	L. T. English	do	134.80	
	John F. Trentlen	Clerk to index private claims	134.80	
	Sanders Garland	do	134.80	
	W. B. Forrest	do	134.80	
	Joel W. Hiatt	Document clerk	121.30	
	B. C. Kuehling	Locksmith	121.30	
	James C. Daly	Messenger, Library	110.70	
	Aaron Russell	do	110.70	
	William W. Kelser	Telegraph operator	75.80	
	William T. Page	Assistant file clerk	75.80	
	John J. Coughlin	Laborer, document-room	75.80	
	Ryder Henry	do	75.80	
	J. L. Davis	Page	60.60	
	Frank T. Quigley	Laborer	60.60	
	Maurice Ruddlesden	do	60.60	
	Robert Richardson	do	60.60	
	William Richardson	do	60.60	
	George W. Hutton	do	60.60	
	Jesse D. Robinson	Messenger Chief Clerk's room	25.30	
	Battle McCardle	Assistant Journal clerk	186.00	
	F. H. Tompkins	Assistant index clerk	186.00	
	George W. Hutton	Hire, horse and wagon	50.50	
				$7,105.77
5364		John P. Leedom *et al.*, Aug. 1888:		
	John P. Leedom	Sergeant-at-Arms	379.10	
	Isaac R. Hill	Deputy sergeant-at-arms	168.50	
	C. E. Silcott	Cashier	252.70	
	H. L. Ballentine	Paying-teller	168.50	
	J. D. Selzer	Book-keeper	151.60	
	David A. Roberts	Messenger	101.10	
	Samuel T. Kalbfus	Page, August 1 to 19	37.17	
	Charles H. Christian	Laborer	55.55	
		Clerks and messengers to annual committees:		
	Henry Talbott	Clerk, Ways and Means	252.70	
	Charles H. Mills	Assistant clerk, Ways and Means	134.80	
	D. W. Carroll	Messenger, Ways and Means	84.20	
	James C. Courts	Clerk, Appropriations	252.70	
	John D. Cremer	Assistant clerk, Appropriations	134.80	
	L. Olie Meek	Messenger, Appropriations	84.20	
	Robert M. Wallace	Clerk, Agriculture	168.50	
	Geo. W. Rae	Clerk, Claims	168.50	
	Louis Chable	Clerk, Commerce	168.50	
	Edward McIver	Clerk, District of Columbia	168.50	
	Brinley D. Sleight	Clerk, Foreign Affairs	168.50	
	David W. Peel	Clerk, Indian Affairs	168.50	
	John Mesler	Clerk, Invalid Pensions	168.50	
	H. C. Hynson	Clerk, Judiciary	168.50	
	Geo. B. Parsons	Clerk, Military Affairs	168.50	
	Joseph Baumer	Clerk, Naval Affairs	168.50	
	James E. Mendenhall	Clerk, Public Lands	168.50	
	T. B. Cabaniss	Clerk, the Post-Office and Post-Roads	168.50	
	John Dougherty	Clerk, Public Buildings and Grounds	168.50	
	James P. Hickman	Clerk, Rivers and Harbors	168.50	
	J. N. Williams	Clerk, War Claims	168.50	
	Wm. H. Mobley	Clerk, Elections	168.50	
	Jno. D. O'Connor	Clerk, Eleventh Census	168.50	
	J. B. Holloway	Clerk to prepare digest, etc	168.50	
				5,290.62
5365		Lycurgus Dalton *et al.*, Aug., 1888:		
	Lycurgus Dalton	Postmaster	210.60	
	James R. Fisher	Assistant postmaster	168.50	
	John H. Pratt	Messenger	101.10	
	William F. Horbach	do	101.10	
	James L. Brown	do	101.10	
	Reuben Bourne	do	101.10	
	Ralph Carlton	do	101.10	
	W. C. Crawley	do	101.10	
	William W. Pace	do	101.10	
	Wm. M. Prescott	do	101.10	
	John R. Grace	do	101.10	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5276	.....	T. K. Hackman, *et al.*—Continued.		
	Thos. A. Keech	Page	$77.50	
	J. F. English	do	77.50	
	W. G. Parater	do	77.50	
	W. D. Hunter	do	77.50	
	F. B. Gorman	do	77.50	
	C. Cumberland	do	77.50	
	A. M. Sayre	do	77.50	
	Geo. B. Cooper	do	77.50	
	E. G. Roberts	do	77.50	
	Carlton Willett	do	77.50	
	J. W. Stuart	do	77.50	
	W. B. Carroll	do	77.50	
	Richard Rhea	do	77.50	
	C. M. Armstrong	do	77.50	
	Edward Duffy	do	77.50	
	A. V. McKee	do	77.50	
	Plowden Hickey	do	77.50	
	J. L. Murphy	do	77.50	
	Chas. Bushnell	do	77.50	
	Alex. H. Johnston	do	77.50	
	Henry A. Danforth	do	77.50	
	Robert D. Simmons	do	77.50	
	William W. Bolls	do	77.50	
	Frank D. Beall	do	77.50	
	Bertie Conklin	do	77.50	
	Samuel C. Pelham	do	77.50	
	A. Shepard	do	77.50	
				$2,557.50
5277	.....	William Lannan *et al.*, July, 1888:		
	William Lannan	Chief engineer	143.20	
	Henry W. Taylor	Assistant engineer	101.10	
	Bryan H. Morse	do	101.10	
	George Winters	Conductor of elevator	92.70	
	Leonard B. Cook	do	92.70	
	R. W. Goudelock	Conductor of elevator, July 11 to 31	62.77	
	John Graham	Conductor of elevator, July 17 to 31	44.84	
	D. W. Ratcliffe	Conductor of elevator, July 11 to 16	17.93	
	Thomas W. McKeig	Fireman	75.80	
	Eppa Norris	do	75.80	
	Charles T. Jett	do	75.80	
	Edward B. Burke	do	75.80	
	James W. Shely	do	75.80	
	A. B. Talcott	Electrician	101.10	
	James A. Woodworth	Laborer	67.40	
	George Liverpool	do	69.08	
	E. H. Hughes	Cleaning and watching Statuary Hall	55.55	
				1,328.47
5282	Henry T. Tatum	Aug. 7. To hire of horse for riding page, from July 1 to July 31, inclusive.	.....	30.00
5290	Henry Culbertson	Aug. 8. Board of two horses, one month, from July 1 to 31, inclusive.	.....	18.00
5334	A. E. Acker	July 1. To specific	.55	
	A. E. Acker	July 5. To specific	.55	
	A. E. Acker	July 9. To specific	1.10	
	A. E. Acker	July 14. To specific	.55	
	A. E. Acker	To niter	.45	
	A. E. Acker	July 27. To specific for horse	.55	
				3.75
5363	.....	John B. Clark *et al.*, Aug., 1888:		
	John B. Clark	Clerk House of Representatives	421.20	
	T. O. Towles	Chief Clerk	303.30	
	John C. Robinson	Journal clerk	303.30	
	Neill S. Brown	Reading clerk	303.30	
	Thomas S. Pettit	do	303.30	
	Samuel D. Craig	Tally clerk	252.70	
	John H. Rogers	Printing and bill clerk	210.60	
	S. B. Cunningham	Disbursing clerk	210.60	
	Ferris Finch	File clerk	189.50	
	Theodore F. King	Enrolling clerk	189.50	
	Henry Gumble	Assistant disbursing clerk	168.50	
	John K. Metzger	Assistant enrolling clerk	168.50	
	Robert H. Cowan	Resolution and petition clerk	168.50	
	R. C. Montgomery	Newspaper clerk	168.50	
	John C. Teller	Index clerk	168.50	
	J. H. Scales	Superintendent document-room	168.50	
	William Butler	Librarian	168.50	
	W. F. Hudson	Distributing clerk 1-26	127.17	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5367		A. B. Hurt *et al.*, Aug., 1888:		
	A. B. Hurt	Doorkeeper	$294.80	
	W. H. Nichols	Assistant doorkeeper	168.50	
	H. C. Wall	Clerk, doorkeeper	101.10	
	Thos. G. Ingram	Janitor	101.10	
	Jno. A. Hannay	Superintendent document-room	168.50	
	H. G. Williams	Assistant superintendent document-room	168.50	
	Geo. P. Money	File clerk	117.90	
	Felix McCloskey	Assistant file clerk	110.70	
	Chas. W. Coombs	Department messenger	168.50	
	Chas. H. Mann	Messenger reporters' gallery	101.10	
	Andrew J. Fallon	Messenger	101.10	
	Jno. McGuire	do	101.10	
	J. H. Chinn	do	101.10	
	F. S. Bishop	do	101.10	
	G. W. Feelemyer	do	101.10	
	H. B. Lingenfelter	do	101.10	
	E. A. Schwarz	do	101.10	
	M. Sullivan	do	101.10	
	J. S. Dunham	do	84.20	
	N. Q. Henderson	do	84.20	
	M. M. Robinson	do	84.20	
	W. B. Albright	do	84.20	
	G. C. Lightfoot	do	84.20	
	J. M. McKay	do	84.20	
	R. G. Blake	do	84.20	
	J. H. Cover	do	84.20	
	Sumter Phillips	do	84.20	
	Jno. T. Chancey	Special employé	126.40	
	S. C. Matlock	Laborer	60.60	
	R. D. Beckley	do	60.60	
	Charles Carter	do	60.60	
	H. C. Littlefield	do	60.60	
	Jas. Hall	do	60.60	
	J. B. Askins	do	60.60	
	F. M. Godfrey	do	60.60	
	Jno. M. Cooney	do	50.50	
	M. E. Triplett	Attendant ladies' retiring-room	50.50	
	Wilson Grice	Cloak-room laborer	50.50	
	A. B. Thomas	do	50.50	
	A. H. Pickens	Chief page	75.80	
	E. L. Phillips	do	75.80	
	S. E. Dinnin	Laborer	60.60	
				$4,032.10
5368		John G. Healey *et al.*, Aug., 1888:		
	Jno. G. Healey	Superintendent folding-room	168.50	
	Chas. M. Davis	Chief clerk folding-room	151.60	
	Geo. A. Bacon	Foreman folding-room	126.40	
	Francis W. McGurk	Clerk folding-room	101.10	
	Richard L. Newnham	do	101.10	
	James Byrne	Messenger folding-room	101.10	
	F. C. Robertson	Folder seal-room	101.10	
	Frank Banby	Folder	75.80	
	W. C. Rowland	do	75.80	
	Jno. B. Seney	do	75.80	
	Geo. F. Howard	do	75.80	
	Jas. A. Newsom	do	75.80	
	J. W. Davison	do	75.80	
	J. C. Silcott	do	75.80	
	A. E. Fitzgerald	do	75.80	
	J. S. Cuttino	do	75.80	
	D. McMatheson	do	75.80	
	E. D. Eaton	do	70.80	
	A. L. Fant	do	70.80	
	A. E. Foster	do	70.80	
	J. V. Cunningham	do	70.80	
	J. L. Case	do	70.80	
	Jno. A. Barnes	do	60.60	
	Jno. Heffron	do	60.60	
	Robt. Daugherty	do	60.60	
	John F. Gleason	do	60.60	
	M. B. Young	Folder, August 1 to 14	27.39	
	W. P. Kennady	Folder, August 15 to 31	33.21	
	H. B. Keffer	Folder	60.60	
	S. E. Browne	do	60.60	
	H. T. Kincaid	do	60.60	
	E. L. Lease	do	60.60	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total
5365	.....	Lycurgus Dalton *et al.*—Continued.		
	Henry Yater	Messenger, heavy mail wagon	$101.10	
	Daniel B. Webster	Laborer	60.60	
	Franklin A. Rooney	Session messenger	116.43	
	R. T. Merrifield	do	116.43	
	John Stack	do	116.43	
	H. J. Jackson	do	100.00	
	John T. Healy	do	100.00	
	Junius Wingfield	do	100.00	
	W. C. Davis, jr	do	100.00	
	Henry Culbertson	Hire horses and wagons	421.20	
	Geo. C. Lafferty	Committee stenographer	337.00	
	A. C. Welch	Committee stenographer, August 1 to 17	184.78	
	W. J. Kehoe	Committee stenographer, August 18 to 31	152.22	
	W. J. Kehoe	Private secretary to Speaker, August 1 to 17	97.12	
	N. T. Crutchfield	Clerk to Speaker's table	177.10	
	O. O. Stealey	Clerk to Speaker	134.80	
	Henry Neal	Messenger to Speaker	84.20	
	W. H. Milburn	Chaplain	75.00	
	Albert Ordway	Making index to journals of Congress	210.60	
	Andrew R. Potts	Assistant making index to journals of Congress.	101.10	
	Desha Breckinridge	Assistant making index to journals of Congress, August 9 to 31.	75.00	
	E. D. Appleton	Assistant making index to journals of Congress.	84.20	
	S. B. Gray	do	67.40	
	Samuel J. King	Assistant making index to journals of Congress, August 20 to 31.	32.61	
	W. D. Cannon	do	32.61	
	Alfred P. Robbins	Assistant making index to journals of Congress, August 21 to 31.	23.91	
				$4,490.84
5366	.....	George Gilliland *et al.*, Aug., 1888:		
	George Gilliland	Clerk, Banking and Currency	186.00	
	D. P. Bailey	Clerk, Coinage, Weights, and Measures	186.00	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries, August 1 to 23.	138.00	
	John W. Springer	Clerk, Territories	186.00	
	Robert M. Davidson	Clerk, Railways and Canals	186.00	
	Henry T. Lyle	Clerk, Manufactures	186.00	
	Wm. F. Kerfoot	Clerk, Mines and Mining	186.00	
	L. C. McPherson	Clerk, Pacific Railroads	186.00	
	J. H. Williamson	Clerk, Education	186.00	
	Frank Moore	Clerk, Labor	186.00	
	Mark Curley	Clerk, Militia	186.00	
	A. C. Weaver	Clerk, Patents	186.00	
	S. M. Guthridge	Assistant clerk, Invalid Pensions	186.00	
	Daniel McDonald	do	186.00	
	J. M. Fisher	Clerk, Pensions	186.00	
	W. E. Varnon	Clerk, Private Land Claims	186.00	
	Wm. C. Swanson	Clerk, Revision of Laws	186.00	
	J. Wheeler	Clerk, Expenditures in Treasury Department.	186.00	
	Guy Laffoon	Clerk, Expenditures in War Department	186.00	
	W. D. Hamilton	Clerk, Expenditures in Post-Office Department.	186.00	
	G. N. Kersten	Clerk, Expenditures in Interior Department	186.00	
	Daniel Patterson	Clerk, Expenditures on Public Buildings	186.00	
	Charles H. Vanderford	Clerk, Accounts	186.00	
	John H. Bergen	Clerk, Library	186.00	
	E. B. Wade	Clerk, Printing	186.00	
	Solomon C. Wilson	Clerk, Enrolled Bills	186.00	
	Eugene Black	Clerk, Reform in Civil Service	186.00	
	William Shaffner	Clerk, Election of President and Vice-President.	186.00	
	James D. Park	Clerk, Indian Depredation Claims	186.00	
	Edward Hughes	Clerk, Alcoholic Liquor Traffic	186.00	
	T. C. Catchings, jr	Clerk, Levees and Improvement Mississippi River.	186.00	
	M. L. York	Clerk, Expenditures in Navy Department	186.00	
	W. B. Councill	Clerk, Expenditures in Department of Justice.	186.00	
	Wm. W. McDowell	Clerk, Ventilation and Acoustics	186.00	
	Joseph M. Kendall	Assistant clerk, Claims	186.00	
	John R. Cushman	Clerk, Select Committee on Library	186.00	
				6,648.00

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5370	.....	T. K. Hackman *et al.*—Continued.		
	Frank D. Beall.....	Riding page.....	$77.50	
	Bertie Conklin.....	.....do.....	77.50	
	Samuel C. Pelham.....	.....do.....	77.50	
	A. Shepard.....	.....do.....	77.50	
				$2,557.50
5371	.....	William Lannan *et al.*, Aug., 1888:		
	William Lannan.....	Chief engineer.....	143.20	
	Henry W. Taylor.....	Assistant engineer.....	101.10	
	Bryan H. Morse.....	.....do.....	101.10	
	George Winters.....	Conductor of elevator.....	92.70	
	Leonard B. Cook.....	.....do.....	92.70	
	R. W. Gaudelock.....	.....do.....	92.70	
	John Graham.....	.....do.....	92.70	
	Thomas W. McKeig.....	Fireman.....	75.80	
	Eppa Norris.....	.....do.....	75.80	
	Chas. T. Jett.....	.....do.....	75.80	
	Edward B. Burke.....	.....do.....	75.80	
	James W. Shely.....	.....do.....	75.80	
	A. B. Talcott.....	Electrician.....	101.10	
	Joseph A. Woodworth..	Laborer.....	67.40	
	George Liverpool.....	.....do.....	69.08	
	E. H. Hughes.....	Cleaning and watching Statuary Hall.....	55.55	
				1,388.33
5373	Henry T. Tatum.....	Sept. 3. For hire of horse for riding page, House of Representatives, during the month of August, 1888.	.....	30.00
5387	Henry Culbertson.....	Sept. 8. For feed of two horses for Doorkeeper, House of Representatives, during the month of August, 1888.	.....	18.00
5451	.....	John B. Clark *et al.*, Sept., 1888:		
	John B. Clark.....	Clerk House of Representatives.....	407.60	
	T. O. Towles.....	Chief Clerk.....	293.40	
	John C. Robinson.....	Journal clerk.....	293.40	
	Neill S. Brown.....	Reading clerk.....	293.40	
	Thomas S. Pettit.....	.....do.....	293.40	
	Samuel D. Craig.....	Tally clerk.....	244.60	
	John H. Rogers.....	Printing and bill clerk.....	203.80	
	S. B. Cunningham.....	Disbursing clerk.....	203.80	
	Ferris Finch.....	File clerk.....	183.50	
	Theo. F. King.....	Enrolling clerk.....	183.50	
	Henry Gumble.....	Assistant disbursing clerk.....	163.00	
	John K. Metzger.....	Assistant enrolling clerk.....	163.00	
	Robert H. Cowan.....	Resolution and petition clerk.....	163.00	
	R. C. Montgomery.....	Newspaper clerk.....	163.00	
	John C. Teiler.....	Index clerk.....	163.00	
	J. H. Scales.....	Superintendent document-room.....	163.00	
	William Butler.....	Librarian.....	163.00	
	Henry Vollmer.....	Distributing clerk, Sept. 12 to 30.....	92.93	
	John F. Ancona.....	Stationery clerk.....	146.80	
	Asher Barnett.....	Assistant librarian.....	146.80	
	Wm. H. Smith.....	.....do.....	146.80	
	J. B. McDonnell.....	Book-keeper.....	130.40	
	Geo. S. Donnell.....	Clerk.....	130.40	
	W. H. Wiggins.....	.....do.....	130.40	
	John W. Hall.....	.....do.....	130.40	
	L. T. English.....	.....do.....	130.40	
	John F. Trentlen.....	Clerk to index private claims.....	130.40	
	Sanders Garland.....	.....do.....	130.40	
	W. B. Forrest.....	.....do.....	130.40	
	Joel W. Hiatt.....	Document clerk.....	117.40	
	B. C. Kuehling.....	Locksmith.....	117.40	
	James C. Daly.....	Messenger, library.....	107.10	
	Aaron Russell.....	.....do.....	107.10	
	Wm. W. Kelser.....	Telegraph operator.....	73.40	
	Wm. T. Page.....	Assistant file clerk.....	73.40	
	John J. Coughlin.....	Laborer, Clerk's document room.....	73.40	
	Ryder Henry.....	.....do.....	73.40	
	J. L. Davis.....	Page.....	58.80	
	Frank T. Quigley.....	Laborer.....	58.80	
	Maurice Ruddiseden.....	.....do.....	58.80	
	Robert Richardson.....	.....do.....	58.80	
	William Richardson.....	.....do.....	58.80	
	Geo. W. Hutton.....	.....do.....	58.80	
	Jesse D. Robinson.....	Messenger, chief clerk's room.....	24.40	
	Battle McCardle.....	Assistant Journal clerk.....	180.00	
	F. H. Tompkins.....	Assistant index clerk.....	180.00	
	Geo. W. Hutton.....	Hire, horse and wagon.....	49.00	
				6,646.73

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	To
5368	.....	John G. Healey *et al.*—Continued.		
	Thos. Powell	Folder	$60.60	
	Walter W. Nesbit	....do	60.60	
	L. A. Ducras	....do	60.60	
	Chas. T. Cropley	....do	60.60	
	F. B. Dibble	....do	60.60	
	W. H. Millett	....do	60.60	
	Willie Howell	Page	42.10	
	Thos. P. Bell	Laborer	33.70	
	Robert Hazlett	Driver	50.50	
	A. H. Pruitt	Watchman	75.80	
				$3,(
5369	.....	Samuel H. Decker *et al.*, Aug., 1888:		
	Samuel H. Decker	Soldiers' roll	101.10	
	Wm. T. Fitch	....do	101.10	
	Wm. Irving	....do	101.10	
	Hugh Lewis	....do	101.10	
	Jas. I. McConnell	....do	101.10	
	Fernando Page	....do	101.10	
	Jno. Ryan	....do	101.10	
	Jno. Rome	....do	101.10	
	Jno. A. Stewart	....do	101.10	
	Jno. A. Travis	....do	101.10	
	Jas. F. Wilson	....do	101.10	
	Josiah W. White	....do	101.10	
	Edson S. Williams	....do	101.10	
	Jonathan R. Whitacre	....do	101.10	
	Arthur Lucas	Cloak-room laborer	50.00	
	Jno. W. Williams	....do	50.00	
	J. A. Savoy	....do	50.00	
	L. S. Carey	....do	50.00	
	W. H. Jones	....do	50.00	
	Robert Coates	....do	50.00	
	Jas. Butler	Session laborer	60.00	
	Jas. Brent	....do	60.00	
	Albert Williamson	....do	60.00	
	C. F. Holbrook	....do	60.00	
	S. W. Diggs	....do	60.00	
	G. W. Fisher	....do	60.00	
	E. Hawkins	....do	60.00	
	Alexander Tyler	....do	60.00	
	Kendall Lee	....do	60.00	
	J. H. Hatcher	....do	60.00	
	Jno. T. Downs	Session messenger	67.00	
	M. B. Abercrombie	....do	67.00	
	Jas. Cooney	Session folder	67.00	
	Jno. E. Cannon	....do	67.00	
	E. C. Huckabee	....do	67.00	
				2,(
5370	.....	T. K. Hackman *et al.*, Aug., 1888:		
	T. K. Hackman	Riding page	77.50	
	H. Wiltberger	....do	77.50	
	Lee Swords	....do	77.50	
	Arthur A. Bowles	....do	77.50	
	Chas. B. Coffin	....do	77.50	
	Albert Pike, jr.	....do	77.50	
	Thos. A. Keech	....do	77.50	
	J. F. English	....do	77.50	
	W. G. Parater	....do	77.50	
	W. D. Hunter	....do	77.50	
	F. B. Gorman	....do	77.50	
	C. Cumberland	....do	77.50	
	A. M. Sayre	....do	77.50	
	Geo. B. Cooper	....do	77.50	
	E. G. Roberts	....do	77.50	
	Carlton Willett	....do	77.50	
	J. W. Stuart	....do	77.50	
	W. B. Carroll	....do	77.50	
	Richard Rhea	....do	77.50	
	C. M. Armstrong	....do	77.50	
	Edward Duffy	....do	77.50	
	A. V. McKee	....do	77.50	
	Plowden Hickey	....do	77.50	
	J. L. Murphy	....do	77.50	
	Chas. Bushnell	....do	77.50	
	Alex. H. Johnston	....do	77.50	
	Henry A. Danford	....do	77.50	
	Robt. D. Simmons	....do	77.50	
	Wm. W. Bolls	....do	77.50	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5454	.....	George Gilliland, *et al.*—Continued.		
	John W. Springer	Clerk, Territories	$180.00	
	Robert M. Davidson	Clerk, Railways and Canals	180.00	
	Henry T. Lyle	Clerk, Manufactures	180.00	
	Wm. F. Kerfoot	Clerk, Mines and Mining	180.00	
	L. C. McPherson	Clerk, Pacific Railroads	180.00	
	J. H. Williamson	Clerk, Education	180.00	
	Frank Moore	Clerk, Labor	180.00	
	Mark Curley	Clerk, Militia	180.00	
	A. C. Weaver	Clerk, Patents	180.00	
	S. M. Guthridge	Assistant clerk, Invalid Pensions	180.00	
	Daniel McDonald	....do	180.00	
	J. M. Fisher	Clerk, Pensions	180.00	
	W. E. Varnon	Clerk, Private Land Claims	180.00	
	Wm. C. Swanson	Clerk, Revision of Laws	180.00	
	J. Wheeler	Clerk, Expenditures in Treasury Department.	180.00	
	Guy Laffoon	Clerk, Expenditures in War Department	180.00	
	W. D. Hamilton	Clerk, Expenditures in Post-Office Department.	180.00	
	G. N. Kersten	Clerk, Expenditures in Interior Department.	180.00	
	Daniel Patterson	Clerk, Expenditures on Public Buildings	180.00	
	Chas. H. Vanderford	Clerk, Accounts	180.00	
	John H. Bergen	Clerk, Library	180.00	
	E. B. Wade	Clerk, Printing	180.00	
	Solomon C. Wilson	Clerk, Enrolled Bills	180.00	
	Eugene Black	Clerk, Reform in Civil Service	180.00	
	William Shaffner	Clerk, Election President and Vice-President	180.00	
	James D. Park	Clerk, Indian Depredation Claims	180.00	
	Edward Hughes	Clerk, Alcoholic Liquor Traffic	180.00	
	T. C. Catchings, jr	Clerk, Levees and Improvements Mississippi River.	180.00	
	M. L. York	Clerk, Expenditures in Navy Department	180.00	
	W. B. Councill	Clerk, Expenditures in Department of Justice.	180.00	
	Wm. W. McDowell	Clerk, Ventilation and Acoustics	180.00	
	Joseph M. Kendall	Assistant clerk, Claims	180.00	
	John R. Cushman	Clerk, Select Committee on Library	180.00	
				$6,300.00
5455	.....	A. B. Hurt *et al.*, Sept., 1888:		
	A. B. Hurt	Doorkeeper	285.40	
	W. H. Nichols	Assistant doorkeeper	163.00	
	Thomas G. Ingram	Janitor	97.80	
	H. C. Wall	Clerk to doorkeeper	97.80	
	John A. Hannay	Superintendent document-room	163.00	
	H. G. Williams	Assistant superintendent document-room	163.00	
	George P. Money	File clerk	114.20	
	Felix McCloskey	Assistant file clerk	107.10	
	Charles W. Coombs	Department messenger	163.00	
	Charles H. Mann	Messenger, reporter's gallery	97.80	
	Andrew J. Fallon	Messenger	97.80	
	John McGuire	....do	97.80	
	J. H. Chinn	....do	97.80	
	F. S. Bishop	....do	97.80	
	G. W. Feelemyer	....do	97.80	
	H. B. Lingenfelter	....do	97.80	
	E. A. Schwarz	....do	97.80	
	M. Sullivan	....do	97.80	
	J. S. Dunham	....do	81.60	
	A. M. Speer	Messenger, Sept. 1 to 11	29.89	
	Joseph L. Boyd	Messenger, Sept. 12 to 30	51.71	
	M. M. Robinson	....do	81.60	
	W. B. Albright	....do	81.60	
	G. C. Lightfoot	....do	81.60	
	J. M. McKay	....do	81.60	
	R. G. Blake	....do	81.60	
	J. H. Cover	....do	81.60	
	Sumter Phillips	....do	81.60	
	John T. Chancey	Special employé	122.20	
	S. C. Matlock	Laborer	58.80	
	R. D. Beckley	....do	58.80	
	S. E. Dinnin	....do	58.80	
	Charles Carter	....do	58.80	
	H. C. Littlefield	....do	58.80	
	James Hall	....do	58.80	
	J. B. Askins	....do	58.80	
	F. M. Godfrey	....do	58.80	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5452		Jno. P. Leedom *et al.*, Sept., 1888:		
	Jno. P. Leedom	Sergeant-at-Arms	$366.80	
	Isaac R. Hill	Deputy Sergeant-at-Arms	163.00	
	C. E. Silcott	Cashier	244.60	
	H. L. Ballantine	Paying teller	163.00	
	J. D. Selzer	Book-keeper	146.80	
	David A. Roberts	Messenger	97.80	
	Early D. Yoder	Page, Sept. 7 to 30	46.96	
	Charles H. Christian	Laborer	53.90	
		Clerks and messengers, annual committees:		
	Henry Talbott	Clerk, Ways and Means	244.60	
	Charles H. Mills	Assistant clerk, Ways and Means	130.80	
	D. W. Carroll	Messenger, Ways and Means	81.60	
	James C. Courts	Clerk, Appropriations	244.60	
	John D. Cremer	Assistant clerk, Appropriations	130.80	
	L. Olie Meek	Messenger, Appropriations	81.60	
	Robert M. Wallace	Clerk, Agriculture	163.00	
	Geo. W. Rae	Clerk, Claims	163.00	
	Louis Chable	Clerk, Commerce	163.00	
	Edward McIver	Clerk, District of Columbia	163.00	
	Brinley D. Sleight	Clerk, Foreign Affairs	163.00	
	David W. Peel	Clerk, Indian Affairs	163.00	
	John Mesler	Clerk, Invalid Pensions	163.00	
	H. C. Hynson	Clerk, Judiciary	163.00	
	Geo. B. Parsons	Clerk, Military Affairs	163.00	
	Joseph Baumer	Clerk Naval Affairs	163.00	
	James E. Mendenhall	Clerk, Public Lands	163.00	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	163.00	
	John Dougherty	Clerk, Public Buildings and Grounds	163.00	
	James P. Hickman	Clerk, Rivers and Harbors	163.00	
	J. N. Williams	Clerk, War Claims	163.00	
		Assistant clerk, War Claims		
	Wm. H. Mobley	Clerk, Elections	163.00	
	Jno. D. O'Connor	Clerk, Eleventh Census	163.00	
	J. B. Holloway	Clerk, prepare digest, etc	163.00	
				$5,130.06
5453		Lycurgus Dalton *et al.*, Sept., 1888:		
	Lycurgus Dalton	Postmaster	203.80	
	James R. Fisher	Assistant postmaster	163.00	
	John H. Pratt	Messenger	97.80	
	William A. Horbach	do	97.80	
	James L. Brown	do	97.80	
	Reuben Bourne	do	97.80	
	Ralph Carlton	do	97.80	
	W. C. Crawley	do	97.80	
	William W. Pace	do	97.80	
	Wm. M. Prescott	do	97.80	
	John R. Grace	do	97.80	
	Henry Yater	Messenger, heavy mail wagon	97.80	
	Daniel B. Webster	Laborer	58.80	
	Franklin A. Rooney	Session messenger	112.67	
	R. T. Merrifield	do	112.67	
	John Stack	do	112.67	
	H. J. Jackson	do	100.00	
	John T. Healy	do	100.00	
	Junius Wingfield	do	100.00	
	W. C. Davis, jr	do	100.00	
	Henry Culbertson	Hire horses and wagons	407.60	
	George C. Lafferty	Committee stenographer	326.00	
	W. J. Kehoe	do	326.00	
	L. L. Carlisle	Private secretary to Speaker, Sept. 15 to 30	91.41	
	N. T. Crutchfield	Clerk to Speaker's table	171.40	
	O. O. Stealey	Clerk to Speaker	130.40	
	Henry Neal	Messenger to Speaker	81.60	
	W. H. Milburn	Chaplain	75.00	
	Albert Ordway	Making index to Journal of Congress	203.80	
	Andrew R. Potts	Assistant making index to Journal of Congress.	97.80	
	Desha Breckinridge	do	97.80	
	E. D. Appleton	do	81.60	
	Samuel J. King	do	81.60	
	W. D. Cannon	do	81.60	
	Alfred P. Robbins	do	65.20	
	S. B. Gray	do	65.20	
				4,235.6
5454		George Gilliland *et al.*, Sept. 1888:		
	George Gilliland	Clerk, Banking and Currency	180.00	
	D. P. Bailey	Clerk, Coinage Weights, and Measures	180.00	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid,	For what purpose.	Amount.	Total.
5457		Samuel H. Decker *et al.*—Continued.		
	E. Hawkins	Session laborer	$60.00	
	Alexander Tyler	....do	60.00	
	Kendall Lee	....do	60.00	
	J. H. Hatcher	....do	60.00	
	John T. Downs	Session messenger	67.00	
	M. B. Abercrombie	....do	67.00	
	James Cooney	Session folder	67.00	
	Jno. E. Cannon	....do	67.00	
	E. C. Huckabee	....do	67.00	
				$2,604.20
5458		T. K. Hackman *et al.*, Sept., 1888:		
	T. K. Hackman	Riding page	75.00	
	H. Wiltberger	....do	75.00	
	Lee Swords	Telephone page	75.00	
	Arthur A. Bowles	Telegraph page	75.00	
	Chas B. Coflin	Page	75.00	
	Albert Pike, jr	....do	75.00	
	Thos. A. Keech	....do	75.00	
	J. F. English	....do	75.00	
	W. G. Parater	Page	75.00	
	W. D. Hunter	....do	75.00	
	F. B. Gorman	....do	75.00	
	C. Cumberland	....do	75.00	
	A. M. Sayre	....do	75.00	
	Geo. B. Cooper	....do	75.00	
	E. G. Roberts	....do	75.00	
	Carlton Willett	....do	75.00	
	J. W. Stuart	....do	75.00	
	W. B. Carroll	....do	75.00	
	Richard Rhea	....do	75.00	
	C. M. Armstrong	....do	75.00	
	Edward Duffy	....do	75.00	
	A. V. McKee	....do	75.00	
	Plowden Hickey	....do	75.00	
	J. L. Murphy	....do	75.00	
	Alex. H. Johnston	....do	75.00	
	Maurice R. Joyce	....do	75.00	
	Robert D. Simmons	....do	75.00	
	Wm. W. Bolls	....do	75.00	
	Frank D. Beall	....do	75.00	
	Bertie Conklin	....do	75.00	
	Sam'l C. Pelham	....do	75.00	
	Chas. Bushnell	....do	75.00	
	A. Shepard	....do	75.00	
				2,475.00
5459		William Lannan *et al.*, Sept., 1888:		
	William Lannan	Chief engineer	138.60	
	Henry W. Taylor	Assistant engineer	97.80	
	Bryan H. Morse	....do	97.80	
	George Winters	Conductor of elevator	89.60	
	Leonard B. Cook	....do	89.60	
	R. W. Goudelock	....do	89.60	
	John Graham	....do	89.60	
	Thos. W. McKelg	Fireman	73.40	
	Eppa Norris	....do	73.40	
	Chas. T. Jett	....do	73.40	
	Edward B. Burke	....do	73.40	
	James W. Shely	....do	73.40	
	A. B. Talcott	Electrician	97.80	
	Jos. A. Woodworth	Laborer	65.20	
	George Liverpool	....do	66.84	
	E. H. Hughes	Cleaning and watching Statuary Hall	58.90	
				1,343.34
5475	Henry T. Tatum	Oct. 2, for hire of horse for riding page in Doorkeeper's office, House of Representatives, during the month of September, 1888.		30.00
5477	Henry Culbertson	Oct. 4, for feed of two (2) horses for Doorkeeper, House of Representatives, during the month of September, 1888.		18.00
5505		Jno. B. Clark *et al.*, Oct., 1888:		
	Jno. B. Clark	Clerk, House of Representatives	421.20	
	T. O. Towles	Chief clerk	303.30	
	Jno. C. Robinson	Journal clerk	303.30	
	Neill S. Brown	Reading clerk	303.30	
	Thomas S. Pettit	....do	303.30	
	Samuel D. Craig	Tally clerk	252.70	
	John H. Rogers	Printing and bill clerk	210.60	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5455	.....	A. B. Hurt *et al.*,—Continued.		
	John N. Cooney	Laborer	$49.00	
	M. E. Triplett	Attendant ladies' retiring-room	49.00	
	Wilson Grice	Cloak room laborer	49.00	
	A. B. Thomas	do	49.00	
	A. H. Pickins	Chief page	73.40	
	E. L. Phillips	do	73.40	
				$3,904.
5456	.....	John G. Healy *et al.*, Sept., 1888:		
	John G. Healy	Superintendent folding-room	163.00	
	Charles M. Davis	Chief clerk folding-room	146.80	
	George A. Bacon	Foreman folding-room	122.20	
	Francis W. McGurk	Clerk, folding-room	97.80	
	Richard L. Newnham	do	97.80	
	James Byrne	Messenger, folding-room	97.80	
	F. C. Robertson	Folder seal-room	97.80	
	Frank Bauby	Folder	73.40	
	W. C. Rowland	do	73.40	
	John B. Seney	do	73.40	
	George F. Howard	do	73.40	
	James A. Newson	do	73.40	
	J. W. Davison	do	73.40	
	J. C. Silcott	do	73.40	
	A. E. Fitzgerald	do	73.40	
	J. S. Cuttino	do	73.40	
	D. McMatheson	do	73.40	
	E. D. Eaton	do	68.40	
	A. L. Fant	do	68.40	
	A. E. Foster	do	68.40	
	J. V. Cunningham	do	68.40	
	J. L. Case	do	68.40	
	John A. Barnes	do	58.80	
	John Heffron	do	58.80	
	Robert Dougherty	do	58.80	
	John F. Gleason	do	58.80	
	W. P. Kennady	do	58.80	
	H. B. Keffer	do	58.80	
	S. E. Browne	do	58.80	
	H. T. Kincaid	do	58.80	
	E. L. Lease	do	58.80	
	Thomas Powell	do	58.80	
	John P. Quill	do	58.80	
	L. A. Ducros	do	58.80	
	Charles T. Cropley	do	58.80	
	F. B. Dibble	Folder, September 1 to 10	19.57	
	W. B. Wilson	Folder, September 11 to 30	38.23	
	W. H. Millett	Folder	58.80	
	William Howell	Page	40.80	
	Thomas P. Bell	Laborer	82.60	
	Robert Haglett	Driver	49.00	
	A. H. Pruitt	Watchman	73.40	
				2,977
5457	.....	Samuel H. Decker *et al.*, Sept., 1888:		
	Samuel H. Decker	Soldiers' roll	97.80	
	Wm. T. Fitch	do	97.80	
	Wm. Irving	do	97.80	
	Hugh Lewis	do	97.80	
	Jas. I. McConnell	do	97.80	
	Fernando Page	do	97.80	
	Jno. Ryan	do	97.80	
	Jno. Rome	do	97.80	
	Jno. A. Stewart	do	97.80	
	Jno. A. Travis	do	97.80	
	Jos. F. Wilson	do	97.80	
	Josiah W. White	do	97.80	
	Edson S. Williams	do	97.80	
	Jonathan R. Whitacre	do	97.80	
	Arthur Lucas	Cloak-room laborer	50.00	
	John W. Williams	do	50.00	
	J. A. Savoy	do	50.00	
	L. S. Carey	do	50.00	
	W. H. Jones	do	50.00	
	Robert Coates	do	50.00	
	James Butler	Session laborer	60.00	
	James Brent	do	60.00	
	Albert Williamson	do	60.00	
	C. F. Holbrook	do	60.00	
	S. W. Diggs	do	60.00	
	G. W. Fisher	do	60.00	

s of officers and employés, House of Representatives, 1889—Continued.

whom paid.	For what purpose.	Amount.	Total.
	Lycurgus Dalton *et al.*, Oct., 1888:		
us Dalton	Postmaster	$210.60	
R. Fisher	Assistant postmaster	168.50	
f. Pratt	Messenger	101.10	
n A. Horbach	do	101.10	
L. Brown	do	101.10	
ı Bourne	do	101.10	
Carlton	do	101.10	
rawley	do	101.10	
n W. Pace	do	101.10	
. Prescott	do	101.10	
C. Grace	do	101.10	
Yater	Messenger heavy mail-wagon	101.10	
B. Webster	Laborer	60.60	
in A. Rooney	Session messenger	116.43	
errifield	do	116.43	
tack	do	116.43	
ıckson	do	100.00	
'. Healy	do	100.00	
Wingfield	do	100.00	
Davis, jr	do	100.00	
Culbertson	Hire horses and wagons	421.20	
ı C. Lafferty	Committee stenographer	337.00	
Reboe	do	337.00	
arlisle	Private secretary to Speaker	177.10	
rutchfield	Clerk to Speaker's table	177.10	
tealey	Clerk to Speaker	134.80	
Neal	Messenger to Speaker	84.20	
Milburn	Chaplain	75.00	
Ordway	Making index to Journal of Congress	210.60	
w R. Potts	Assistant making index to Journal of Congress.	101.10	
Breckinridge	do	101.10	
Appleton	do	84.20	
el J. King	do	84.20	
Cannon	do	84.20	
l P. Robbins	do	67.40	
ray	do	67.40	
			$4,743.50
	George Gilliland *et al.*, Oct., 1888:		
p Gilliland	Clerk, Banking and Currency	186.00	
Bailey	Clerk, Coinage, Weights, and Measures	186.00	
W. Springer	Clerk, Territories	186.00	
t M. Davidson	Clerk, Railways and Canals	186.00	
T. Lyle	Clerk, Manufactures	186.00	
. Kerfoot	Clerk, Mines and Mining	186.00	
McPherson	Clerk, Pacific Railroads	186.00	
Williamson	Clerk, Education	186.00	
Moore	Clerk, Labor	186.00	
Curley	Clerk, Militia	186.00	
Weaver	Clerk, Patents	186.00	
Guthridge	Assistant clerk, Invalid Pensions	186.00	
l McDonald	do	186.00	
Fisher	Clerk, Pensions	186.00	
Varnon	Clerk, Private Land Claims	186.00	
C. Swanson	Clerk, Revision of Laws	186.00	
eeler	Clerk, Expenditures in Treasury Department.	186.00	
affoon	Clerk, Expenditures in War Department	186.00	
Hamilton	Clerk, Expenditures in Post-Office Department.	186.00	
Kersten	Clerk, Expenditures in Interior Department.	186.00	
l Patterson	Clerk, Expenditures on Public Buildings	186.00	
H. Vanderford	Clerk, Accounts	186.00	
H. Bergen	Clerk, Library	186.00	
Wade	Clerk, Printing	186.00	
on C. Wilson	Clerk, Enrolled Bills	186.00	
he Black	Clerk, Reform in Civil Service	186.00	
am Shaffner	Clerk, Election of President and Vice-President.	186.00	
D. Park	Clerk, Indian Depredation Claims	186.00	
rd Hughes	Clerk, Alcoholic Liquor Traffic	186.00	
Catchings, jr	Clerk, Levees and Improvement of Mississippi River.	186.00	
York	Clerk, Expenditures in Navy Department	186.00	
Council	Clerk, Expenditures in Department of Justice.	186.00	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Tota
5505	.....	John B. Clark, *et al.*—Continued.		
	S. B. Cunningham	Disbursing clerk	$210.60	
	Ferris Finch	File clerk	189.50	
	Theo. F. King	Enrolling clerk	189.50	
	Henry Gumble	Assistant disbursing clerk	168.50	
	John K. Metzger	Assistant enrolling clerk	168.50	
	Robert H. Cowan	Resolution and petition clerk	168.50	
	R. C. Montgomery	Newspaper clerk	168.50	
	John C. Teller	Index clerk	168.50	
	J. H. Scales	Superintendent document-room	168.50	
	William Butler	Librarian	168.50	
	Henry Vollmer	Distributing clerk	151.60	
	John F. Ancona	Stationery clerk	151.60	
	Asher Barnett	Assistant librarian	151.60	
	Wm. H. Smith	....do	151.60	
	J. B. McDonnell	Book-keeper	134.80	
	Geo. S. Donnell	Clerk	134.80	
	W. H. Wiggins	....do	134.80	
	John W. Hall	....do	134.80	
	L. T. English	....do	134.80	
	John F. Trentlen	Clerk to index private claims	134.80	
	Sanders Garland	....do	134.80	
	W. B. Forrest	....do	134.80	
	Joel W. Hiatt	Document clerk	121.30	
	B. C. Kuehling	Locksmith	121.30	
	James C. Daly	Messenger, Library	110.70	
	Aaron Russell	....do	110.70	
	Wm. W. Kelser	Telegraph operator	75.80	
	Wm. T. Page	Assistant file clerk	75.80	
	John J. Coughlin	Laborer, clerk's document-room	75.80	
	Ryder Henry	....do	75.80	
	J. L. Davis	Page	60.60	
	Frank T. Quigley	Laborer	60.60	
	Maurice Ruddlesden	....do	60.60	
	William Richardson	....do	60.60	
	Robert Richardson	....do	60.60	
	Geo. W. Hutton	....do	60.60	
	Jesse D. Robinson	Messenger chief clerk's room	25.30	
	F. H. Tompkins	Assistant index clerk	186.00	
	Geo. W. Hutton	Hire, horse and wagon	50.50	
	Battle McCardle	Assistant Journal clerk	186.00	
	Sam'l J. R. Long	Page, enrolling-room	60.00	
				$7,19
5506	.....	Jno. P. Leedom *et al.*, Oct., 1888:		
	Jno. P. Leedom	Sergeant-at-Arms	379.10	
	Isaac R. Hill	Deputy Sergeant-at-Arms	168.50	
	C. E. Silcott	Cashier	252.70	
	H. L. Ballentine	Paying teller	168.50	
	J. D. Selzer	Book-keeper	151.60	
	David A. Roberts	Messenger	101.10	
	Early D. Yoder	Page	60.60	
	Charles H. Christian	Laborer	55.55	
		Clerks and messengers annual committees:		
	Henry Talbott	Clerk, Ways and Means	252.70	
	Charles H. Mills	Assistant clerk, Ways and Means	134.80	
	D. W. Carroll	Messenger, Ways and Means	84.20	
	James C. Courts	Clerk, Appropriations	252.70	
	John D. Cremer	Assistant clerk, Appropriations	134.80	
	L. Olie Meck	Messenger, Appropriations	84.20	
	Robert M. Wallace	Clerk, Agriculture	168.50	
	Geo. W. Rae	Clerk, Claims	168.50	
	Louis Chable	Clerk, Commerce	168.50	
	Edward McIver	Clerk, District of Columbia	168.50	
	Brinley D. Sleight	Clerk, Foreign Affairs	168.50	
	David W. Peel	Clerk, Indian Affairs	168.50	
	John Mesler	Clerk, Invalid Pensions	168.50	
	H. C. Hynson	Clerk, Judiciary	168.50	
	Geo. B. Parsons	Clerk, Military Affairs	168.50	
	Joseph Baumer	Clerk, Naval Affairs	168.50	
	James E. Mendenhall	Clerk, Public Lands	168.50	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	168.50	
	John Dougherty	Clerk, Public Buildings and Grounds	168.50	
	James P. Hickman	Clerk, Rivers and Harbors	168.50	
	J. N. Williams	Clerk, War Claims	168.50	
	Wm. H. Mobley	Clerk, Elections	168.50	
	Jno. D. O'Connor	Clerk, Eleventh Census	168.50	
	J. B. Holloway	Clerk, prepare digest, etc.	168.50	
				5,3

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5510		Jno. G. Healy *et al.*—Continued.		
	H. B. Keffer	Folder	$60.60	
	S. E. Browne	do	60.60	
	H. T. Kincaid	do	60.60	
	E. L. Lease	do	60.60	
	Thos. Powell	do	60.60	
	Jno. P. Quill	do	60.60	
	L. A. Ducros	do	60.60	
	Chas. T. Cropeley	do	60.60	
	W. B. Wilson	do	60.60	
	W. H. Millett	do	60.60	
	Willie Howell	Page	42.10	
	Thos. P. Bell	Laborer	38.70	
	Robt. Hazlett	Driver	50.50	
	A. H. Pruitt	Watchman	75.80	
				$3,074.00
5511		Samuel H. Decker *et al.*, Oct., 1888:		
	Samuel H. Decker	Soldiers' roll	101.10	
	Wm. T. Fitch	do	101.10	
	Wm. Irving	do	101.10	
	Hugh Lewis	do	101.10	
	Jas. I. McConnell	do	101.10	
	Fernando Page	do	101.10	
	Jno. Ryan	do	101.10	
	Jno. Rome	do	101.10	
	Jno. A. Stewart	do	101.10	
	Jno. A. Travis	do	101.10	
	Jos. F. Wilson	do	101.10	
	Josiah W. White	do	101.10	
	Edson S. Williams	do	101.10	
	Jonathan R. Whitacre	do	101.10	
	Arthur Lucas	Cloak-room laborer	50.00	
	Jno. W. Williams	do	50.00	
	J. A. Savoy	do	50.00	
	L. S. Carey	do	50.00	
	W. H. Jones	do	50.00	
	Robert Coates	do	50.00	
	Jas. Butler	do	60.00	
	Jas. Brent	do	60.00	
	Albert Williamson	do	60.00	
	C. F. Holbrook	do	60.00	
	S. W. Diggs	do	60.00	
	G. W. Fisher	do	60.00	
	E. Hawkins	do	60.00	
	Alexander Tyler	do	60.00	
	Kendall Lee	do	60.00	
	J. H. Hatcher	do	60.00	
	John T. Downs	Session messenger	67.00	
	M. B. Abercrombie	do	67.00	
	James Cooney	Session folder	67.00	
	Jno. E. Cannon	do	67.00	
	E. C. Huckabee	do	67.00	
				2,650.40
5512		T. K. Hackman *et al.*, Oct., 1888:		
	T. K. Hackman	Riding page	77.50	
	H. Wiltberger	do	77.50	
	Lee Swords	Telephone page	77.50	
	Arthur A. Bowles	Telegraph page	77.50	
	Chas. B. Coflin	Page	77.50	
	Albert Pike, jr	do	77.50	
	Thos. A. Keech	do	77.50	
	J. F. English	do	77.50	
	W. G. Parater	do	77.50	
	W. D. Hunter	do	77.50	
	F. B. Gorman	do	77.50	
	C. Cumberland	do	77.50	
	A. M. Sayre	do	77.50	
	Geo. B. Cooper	do	77.50	
	E. G. Roberts	do	77.50	
	Carlton Willett	do	77.50	
	J. W. Stuart	do	77.50	
	W. B. Carroll	do	77.50	
	Richard Rhea	do	77.50	
	C. M. Armstrong	do	77.50	
	Edward Duffy	do	77.50	
	A. V. McKee	do	77.50	
	Plowden Hickey	do	77.50	
	Alex. H. Johnston	do	77.50	
	J. L. Murphy	do	77.50	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5508		George Gilliland *et al.*—Continued.		
	Wm. W. McDowell	Clerk, Ventilation and Acoustics	$186.00	
	Joseph M. Kendall	Assistant clerk, Claims	186.00	
	John R. Cushman	Clerk, Select Committee on Library	186.00	
				$6,510.00
5509		A. B. Hurt *et al.*, Oct., 1888:		
	A. B. Hurt	Doorkeeper	294.80	
	W. H. Nichols	Assistant doorkeeper	168.50	
	H. C. Wall	Clerk to doorkeeper	101.10	
	Thos. G. Ingram	Janitor	101.10	
	Jno. A. Hannay	Superintendent document-room	168.50	
	H. G. Williams	Assistant superintendent document-room	168.50	
	Geo. P. Money	File clerk	117.90	
	Felix McCloskey	Assistant file clerk	110.70	
	Chas. W. Coombs	Department messenger	168.50	
	Chas. H. Mann	Messenger reporters' gallery	101.10	
	Andrew J. Fallon	Messenger	101.10	
	Jno. McGuire	do	101.10	
	J. H. Chinn	do	101.10	
	F. S. Bishop	do	101.10	
	G. W. Feelemyer	do	101.10	
	H. B. Lingenfelter	do	101.10	
	E. A. Schwarz	Messenger	101.10	
	M. Sullivan	do	101.10	
	J. S. Dunham	do	84.20	
	Joseph L. Boyd	do	84.20	
	M. M. Robinson	do	84.20	
	W. B. Albright	do	84.20	
	G. C. Lightfoot	do	84.20	
	J. M. McKay	do	84.20	
	R. G. Blake	do	84.20	
	J. H. Cover	do	84.20	
	Sumter Phillips	do	84.20	
	Jno. T. Chancey	Special employé	126.40	
	S. C. Matlock	Laborer	60.60	
	R. D. Beckley	do	60.60	
	Chas. Carter	do	60.60	
	S. E. Dinnin	do	60.60	
	H. C. Littlefield	do	60.60	
	James Hall	do	60.60	
	J. B. Askins	do	60.60	
	F. M. Godfrey	do	60.60	
	Jno. N. Cooney	do	50.50	
	M. E. Triplett	Attendant ladies' retiring-room	50.50	
	Wilson Grice	Cloak-room laborer	50.50	
	A. B. Thomas	do	50.50	
	A. H. Pickens	Chief page	75.80	
	E. L. Phillips	do	75.80	
	C. W. Coombs	Department messenger, horse and buggy, July 1 to October 31, 1888.	83.60	
				4,115.70
5510		John G. Healy *et al.*, Oct., 1888:		
	Jno. G. Healy	Superintendent folding-room	168.50	
	Chas. M. Davis	Chief clerk folding-room	151.60	
	Geo. A. Bacon	Foreman folding-room	126.40	
	Francis W. McGurk	Clerk, folding-room	101.10	
	Richard L. Newnham	do	101.10	
	James Byrne	Messenger, folding-room	101.10	
	F. C. Robertson	Folder, seal-room	101.10	
	Fank Banby	Folder	75.80	
	W. C. Rowland	do	75.80	
	Jno. B. Seney	do	75.80	
	Geo. F. Howard	do	75.80	
	Jas. A. Newsom	do	75.80	
	J. W. Davison	do	75.80	
	J. C. Silcott	do	75.80	
	A. E. Fitzgerald	do	75.80	
	J. S. Cuttino	do	75.80	
	D. McMatheson	do	75.80	
	E. D. Eaton	Folder	70.80	
	A. L. Fant	do	70.80	
	A. E. Foster	do	70.80	
	J. V. Cunningham	do	70.80	
	J. L. Case	do	70.80	
	Jno. A. Barnes	do	60.60	
	Jno. Heffron	do	60.60	
	Robert Dougherty	do	60.60	
	Jno. F. Gleason	do	60.60	
	W. P. Kennady	do	60.60	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5591		Jno. B. Clark *et al.*—Continued.		
	Aaron Russell	Messenger, Library	$107.10	
	Wm. W. Kelser	Telegraph operator	73.40	
	Wm. T. Page	Assistant file clerk	73.40	
	John J. Coughlin	Laborer Clerk's document-room	73.40	
	Ryder Henry	do	73.40	
	J. L. Davis	Page	58.80	
	Frank T. Quigley	Laborer	58.80	
	Maurice Ruddlesden	do	58.80	
	Robert Richardson	do	58.80	
	William Richardson	do	58.80	
	Geo. W. Hutton	do	58.80	
	Jesse D. Robinson	Messenger, Chief Clerk's office	24.40	
	F. H. Tompkins	Assistant index clerk	180.00	
	Sam'l J. R. Long	Page, enrolling-room	60.00	
	Geo. W. Hutton	Hire horse and wagon	49.00	
				$6,780.60
5592		Jno. P. Leedom *et al.*, Nov., 1888:		
	Jno. P. Leedom	Sergeant-at-Arms	366.80	
	Isaac R. Hill	Deputy sergeant-at-Arms	163.00	
	C. E. Silcott	Cashier	244.60	
	H. L. Ballentine	Paying teller	163.00	
	J. D. Selzer	Book-keeper	146.50	
	David A. Roberts	Messenger	97.80	
	A. M. Sayre	Page	58.80	
	Charles H. Christian	Laborer	53.90	
		Clerks and messengers annual committees:		
	Henry Talbott	Clerk, Ways and Means	244.60	
	Charles H. Mills	Assistant clerk, Ways and Means	130.40	
	D. W. Carroll	Messenger, Ways and Means	81.60	
	James C. Courts	Clerk, Appropriations	244.60	
	John D. Cremer	Assistant clerk, Appropriations	130.40	
	L. Olie Meek	Messenger, Appropriations	81.60	
	Robert M. Wallace	Clerk, Agricultural	163.00	
	Geo. W. Rae	Clerk, Claims	163.00	
	Louis Chable	Clerk, Commerce	163.00	
	Edward McIver	Clerk, District of Columbia	163.00	
	Brinley D. Sleight	Clerk, Foreign Affairs	163.00	
	David W. Peel	Clerk, Indian Affairs	163.00	
	John Mesler	Clerk, Invalid Pensions	163.00	
	H. C. Hynson	Clerk, Judiciary	163.00	
	Geo. B. Parsons	Clerk, Military Affairs	163.00	
	Joseph Baumer	Clerk, Naval Affairs	163.00	
	James E. Mendenhall	Clerk, Public Lands	163.00	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	163.00	
	John Dougherty	Clerk, Public Buildings	163.00	
	James P. Hickman	Clerk, Rivers and Harbors	163.00	
	J. N. Williams	Clerk, War Claims	163.00	
	Wm. H. Mobley	Clerk, Elections	163.00	
	Jno. D. O'Connor	Clerk, Eleventh Census	163.00	
	J. B. Holloway	Clerk, prepare Digest, etc	163.01	
				5,141.90
5593		Lycurgus Dalton *et al.*, Nov., 1888:		
	Lycurgus Dalton	Postmaster	203.80	
	James R. Fisher	Assistant postmaster	163.00	
	John H. Pratt	Messenger	97.80	
	William A. Horbach	do	97.80	
	James L. Brown	do	97.80	
	Reuben Bourne	do	97.80	
	Ralph Carlton	do	97.80	
	W. C. Crawley	do	97.80	
	William W. Pace	do	97.80	
	Wm. M. Prescott	do	97.80	
	John R. Grace	do	97.80	
	Henry Yater	Messenger, heavy mail wagon	97.80	
	Daniel B. Webster	Laborer	58.80	
	Henry Culbertson	Hire horses and wagons	407.60	
	George C. Lafferty	Committee stenographer	326.00	
	W. J. Kehoe	do	326.00	
	L. L. Carlisle	Private secretary to Speaker	171.40	
	N. T. Crutchfield	Clerk to Speaker's table	171.40	
	O. O. Stealey	Clerk to Speaker	130.40	
	Henry Neal	Messenger to Speaker	81.60	
	W. H. Milburn	Chaplain	75.00	
	Albert Ordway	Making index to Journal of Congress	203.80	
	Andrew R. Potts	Assistant making index to Journal of Congress.	97.80	
	Desha Breckinridge	do	97.80	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5512		T. K. Hackman *et al.*—Continued.		
	Maurice E. Joyce	Page	$77.50	
	Robert D. Simmons	do	77.50	
	Wm. W. Bolls	do	77.50	
	Frank D. Beall	do	77.50	
	Bertie Conklin	do	77.50	
	Samuel C. Pelham	do	77.50	
	Chas. Bushnell	do	77.50	
	A. Shepard	do	77.50	
				$2,557.50
5513		William Lannan *et al.*, Oct., 1888:		
	William Lannan	Chief engineer	143.20	
	Henry W. Taylor	Assistant engineer	101.10	
	Bryan H. Morse	do	101.10	
	George Winters	Conductor of elevator	92.70	
	Leonard B. Cook	do	92.70	
	R. W. Goudelock	do	92.70	
	John Graham	do	92.70	
	Thos. W. McKeig	Fireman	75.80	
	Eppa Norris	do	75.80	
	Chas. T. Jett	do	75.80	
	Edward B. Burke	do	75.80	
	James W. Shely	do	75.80	
	A. B. Talcott	Electrician	101.10	
	Joseph A. Woodworth	Laborer	67.40	
	George Liverpool	do	69.08	
	E. H. Hughes	Cleaner and watchman, Statuary Hall	55.55	
				1,388.33
5515	M. H. Clark	Oct. 23. For services as clerk to the Committee on Enrolled Bills of the House of Representatives, at $6 per day, from Sept. 27 to Oct. 7, 1888, inclusive		66.00
5561	Henry T. Tatum	Oct. 31. To hire of horse for page in Doorkeeper's office, House of Representatives, during month of October, 1888		30.00
5564	Henry Culbertson	Nov. 12. For feed of two horses for Doorkeeper, House of Representatives, during the month of October, 1888		18.00
5586	John McDermott & Bro.	1888, Nov. 17. For one new patent yoke, and wedging two boxes, setting tire and 10 tire bolts, and 2 new axle arms		12.00
5591		Jno. B. Clark *et al.*, Nov., 1888:		
	Jno. B. Clark	Clerk, House of Representatives	407.60	
	T. O. Towles	Chief clerk	293.40	
	Jno. C. Robinson	Journal clerk	293.40	
	Neill S. Brown	Reading clerk	293.40	
	Thomas S. Pettit	do	293.40	
	Samuel D. Craig	Tally clerk	244.60	
	John H. Rogers	Printing and bill clerk	203.80	
	S. B. Cunningham	Disbursing clerk	208.80	
	Ferris Finch	File clerk	183.50	
	Theo. F. King	Enrolling clerk	183.50	
	Henry Gumble	Assistant disbursing clerk	163.00	
	John K. Metzger	Assistant enrolling clerk	163.00	
	Robert H. Cowan	Resolution and petition clerk	163.00	
	R. C. Montgomery	Newspaper clerk	163.00	
	John C. Teller	Index clerk	168.00	
	J. H. Scales	Superintendent document-room	163.00	
	William Butler	Librarian	163.00	
	Henry Vollmer	Distributing clerk	146.80	
	John F. Ancona	Stationery clerk	146.80	
	Asher Barnett	Assistant librarian	146.80	
	Wm. H. Smith	do	146.80	
	J. B. McDonnell	Book-keeper	130.40	
	Geo. S. Donnell	Clerk	139.40	
	W. H. Wiggins	do	130.40	
	John W. Hall	do	130.40	
	L. T. English	do	130.40	
	John F. Trentlen	Clerk to index private claims	130.40	
	Sanders Garland	do	130.40	
	W. B. Forrest	do	130.40	
	Joel W. Hiatt	Document clerk	117.40	
	B. C. Kuehling	Locksmith	117.40	
	James C. Daly	Messenger, Library	107.10	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5595		John G. Healy *et al.*—Continued.		
	Jno. F. Gleason	Folder	$58.80	
	W. P. Kennady	do	58.80	
	H. B. Keffer	do	58.80	
	S. E. Browne	do	58.80	
	H. T. Kincaid	do	58.80	
	E. L. Lease	do	58.80	
	Thos. Powell	do	58.80	
	John P. Quill	do	58.80	
	L. A. Ducros	do	58.80	
	Charles T. Cropley	Folder, Nov. 1 to 15	29.35	
	W. B. Wilson	Folder	58.80	
	W. H. Millett	do	58.80	
	Willie Howell	Page	40.80	
	Thomas P. Bell	Laborer	32.60	
	Robert Hazlett	Driver	49.00	
	A. H. Pruitt	Watchman	73.40	
	James Cooney	Folder, Nov. 16 to 30	29.45	
				$2,977.00
5596		Samuel H. Decker *et al.*, Nov., 1888:		
	Samuel H. Decker	Soldiers' roll	97.80	
	William T. Fitch	do	97.80	
	William Irving	do	97.80	
	Hugh Lewis	do	97.80	
	Jas. I. McConnell	do	97.80	
	Fernando Page	do	97.80	
	Jno. Ryan	do	97.80	
	Jno. Rome	do	97.80	
	Jno. A. Stewart	do	97.80	
	Jno. A. Travis	do	97.80	
	Jos. F. Wilson	do	97.80	
	Josiah W. White	do	97.80	
	Edson S. Williams	do	97.80	
	Jonathan Whitacre	do	97.80	
				1,369.20
5597		William Lannan *et al.*, Nov., 1888:		
	William Lannan	Chief engineer	138.60	
	Henry W. Taylor	Assistant engineer	97.80	
	Bry n H. Morse	do	97.80	
	George Winters	Conductor of elevator	89.60	
	Leonard B. Cook	do	89.60	
	R. W. Gondelock	do	89.60	
	John Gruham	do	89.60	
	Thos. W. McKelg	Fireman	73.40	
	Eppa Norris	do	73.40	
	Chas. T. Jett	do	73.40	
	Edward B. Burke	do	73.40	
	James W. Shely	do	73.40	
	A. B. Talcott	Electrician	97.80	
	Jos. A. Woodworth	Laborer	65.20	
	George Liverpool	do	66.84	
	E. H. Hughes	Cleaning and watching Statuary Hall	53.90	
				1,343.43
5600	Henry Culbertson	Nov. 30. For feed of two (2) horses for Doorkeeper, House of Representatives, during the month of November, 1888.		18.00
5649	J. H. Mitchell	For horseshoeing for folding-room, House of Representatives:		
		July 2. To 1 bar shoe	.50	
		9. 2 new shoes	.75	
		2 new shoes and reset 4 shoes	1.75	
		21. 2 new shoes	.75	
		Aug. 9. 2 bar shoes, and reset 2 shoes	2.50	
		16. 2 new shoes	.75	
		Sep. 10. 8 new shoes	3.00	
		Oct. 3. 2 new shoes	.75	
		5. 6 new shoes	2.25	
		30. 2 new shoes	.75	
		Nov. 15. 6 new shoes	2.25	
				16.00
5663	Geo. W. Knox	Dec. 5. For three days' work of wagon, team, and three (3) men, hauling and delivering to Executive Departments, foreign legations, etc., 223 sacks of reserved documents, at $10 a day, for Clerk's office, House of Representatives.		30.00

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
		William Lannan *et al.*—Continued.		
5671	John McDermot & Bro.	Oct. 22. For repairing wagon, folding-room, House of Representatives, to wit:		
		New back cross-spring, 2 new hangers and bolts	$10.00	
		Plate on body	.75	
		2 new tail-gate hinges	2.00	
		New staple	.60	
		10 rivets and repair tail-gate rod	1.00	
		Tightening up all over	1.00	
				$15.35
5759		Jno. B. Clark *et al.*, Dec., 1888:		
	Jno. B. Clark	Clerk, House of Representatives	421.20	
	T. O. Towles	Chief clerk	303.30	
	Jno. C. Robinson	Journal clerk	303.30	
	Neill S. Brown	Reading clerk	303.30	
	Thomas S. Pettit	....do	303.30	
	Samuel D. Craig	Tally clerk	252.70	
	John H. Rogers	Printing and bill clerk	210.60	
	S. B. Cunningham	Disbursing clerk	210.60	
	Ferris Finch	File clerk	189.50	
	Theo. F. King	Enrolling clerk	189.50	
	Henry Gumble	Assistant disbursing clerk	168.50	
	John K. Metger	Assistant enrolling clerk	168.50	
	Robert H. Cowan	Res. and petition clerk	168.50	
	R. C. Montgomery	Newspaper clerk	168.50	
	Jno. W. Otley	Index clerk	168.50	
	J. H. Scales	Superintendent document-room	168.50	
	William Butler	Librarian	168.50	
	Henry Vollmer	Distributing clerk	151.60	
	John F. Ancona	Stationery clerk	151.60	
	Asher Barnett	Assistant librarian	151.60	
	Wm. H. Smith	....do	151.60	
	J. B. McDonell	Book-keeper	134.80	
	Geo. S. Donnell	Clerk	134.80	
	W. H. Wiggins	....do	134.80	
	John W. Hall	....do	134.80	
	L. T. English	....do	134.80	
	John F. Treutlen	Clerk to index private claims	134.80	
	Sanders Garland	....do	134.80	
	W. B. Forrest	....do	134.80	
	Joel W. Hiatt	Document clerk	121.30	
	B. C. Kuehling	Locksmith	121.30	
	James C. Daly	Messenger, Library	110.70	
	Aaron Russell	....do	110.70	
	Wm. W. Kelser	Telegraph operator	75.80	
	Wm. T. Page	Assistant file clerk	75.80	
	John J. Coughlin	Laborer clerks' document-room	75.80	
	Ryder Henry	....do	75.80	
	J. L. Davis	Page	60.60	
	Frank T. Quigley	Laborer	60.60	
	Maurice Ruddlesden	....do	60.60	
	Robert Richardson	....do	60.60	
	William Richardson	....do	60.60	
	Geo. W. Hutton	....do	60.60	
	Jesse D. Robinson	Messenger, Chief Clerk's room	25.30	
	F. H. Tompkins	Assistant index clerk	86.00	
	Geo. W. Hutton	Hire horse and wagon	50.50	
	Battle McCardle	Assistant journal clerk, Dec. 3 to 31	174.00	
	Samuel J. R. Long	Page, enrolling-room	60.00	
	Katie Lysight	Assistant index clerk, Dec. 3 to 31	174.00	
				7,352.20
5960		John P. Leedom *et al.*, Dec., 1888:		
	Jno. P. Leedom	Sergeant-at-arms	379.10	
	Isaac R. Hill	Deputy sergeant-at-Arms	168.50	
	C. E. Silcott	Cashier	252.70	
	H. L. Ballentine	Paying teller	168.50	
	J. D. Selzer	Book-keeper	151.60	
	David A. Roberts	Messenger	101.10	
	A. M. Sayre	Page	60.60	
	Charles H. Christian	Laborer	55.55	
		Clerks and messengers annual committees:		
	Henry Talbott	Clerk, Ways and Means	252.70	
	Charles H. Mills	Assistant clerk, Ways and Means	134.80	
	D. W. Carroll	Messenger, Ways and Means	84.20	
	James C. Courts	Clerk, Appropriations	252.70	
	John D. Cremer	Assistant clerk, Appropriations	134.80	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5760	.....	John P. Leedom *et al.*—Continued.		
	L. Olie Meek	Messenger, Appropriations	$84.20	
	Robert M. Wallace	Clerk, Agriculture	168.50	
	Geo. W. Rae	Clerk, Claims	168.50	
	Louis Chable	Clerk, Commerce	168.50	
	Edward McIver	Clerk, District of Columbia	168.50	
	Brinley D. Sleight	Clerk, Foreign Affairs, Dec. 1 to 13	70.65	
	David W. Peel	Clerk, Indian Affairs	168.50	
	Rees F. Watson	Clerk, Invalid Pensions	168.50	
	H. C. Hynson	Clerk, Judiciary	168.50	
	Geo. B. Parsons	Clerk, Military Affairs	168.50	
	Joseph Baumer	Clerk, Naval Affairs	168.50	
	James E. Mendenhall	Clerk, Public Lands	168.50	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	168.50	
	John Dougherty	Clerk, Public Buildings and Grounds	168.50	
	James P. Hickman	Clerk, Rivers and Harbors	168.50	
	J. N. Williams	Clerk, War Claims	168.50	
	M. R. Owens	Assistant clerk, War Claims, Dec. 4 to 31	91.30	
	Wm. H. Mobley	Clerk, Elections	168.50	
	Jno. D. O'Connor	Clerk, Eleventh Census	168.50	
	J. B. Holloway	Clerk, prepare digest, etc	168.50	
	W. E. Varnon	Clerk, Foreign Affairs, Dec. 14 to 31	97.85	
				$5,405.35
5761	.....	Lycurgus Dalton *et al.*, Dec., 1888:		
	Lycurgus Dalton	Postmaster	210.60	
	James R. Fisher	Assistant postmaster	168.50	
	John H. Pratt	Messenger	101.10	
	William A. Horbach	....do	101.10	
	James L. Brown	....do	101.10	
	Reuben Bourne	....do	101.10	
	Ralph Carlton	....do	101.10	
	W. C. Crawley	....do	101.10	
	Willam W. Pace	....do	101.10	
	Wm. M. Prescott	....do	101.10	
	John R. Grace	....do	101.10	
	Henry Yater	Messenger, heavy mail wagon	101.10	
	Daniel B. Webster	Laborer	60.60	
	Franklin A. Rooney	Session messenger, Dec. 3 to 31	191.73	
	R. T. Merrifield	....do	191.73	
	John Stack	....do	191.73	
	H. J. Jackson	....do	93.54	
	John T. Healy	....do	93.54	
	Junius Wingfield	....do	93.54	
	W. O. Davis, jr	....do	93.54	
	Henry Culbertson	Hire horses and wagons	421.20	
	George C. Lafferty	Committee stenographer	337.00	
	W. J. Kehoe	....do	337.00	
	L. L. Carlisle	Private secretary to Speaker	177.10	
	N. T. Crutchfield	Clerk to Speaker's table	177.10	
	O. O. Stealey	Clerk to Speaker	134.80	
	Henry Neal	Messenger to Speaker	84.20	
	W. H. Milburn	Chaplain	75.00	
	Albert Ordway	Making index to Journal of Congress	420.60	
	Andrew R. Potts	Assistant making index to Journal of Congress, Dec. 1 to 14	45.65	
	Desha Breckinridge	....do	101.10	
	E. D. Appleton	....do	84.20	
	Samuel J. King	....do	84.20	
	W. D. Cannon	....do	84.20	
	W. F. Reber	....do	84.20	
	Alfred P. Robbins	....do	67.40	
	S. B. Gray	....do	67.40	
				4,972.40
5762	.....	George Gilliland *et. al.*, Dec., 1888:		
	George Gilliland	Clerk, Banking and Currency, Dec. 3 to 31	174.00	
	D. P. Bailey	Clerk, Coinage, Weights, and Measures, Dec. 3 to 31	174.00	
	John W. Springer	Clerk, Territories, Dec. 3 to 31	174.00	
	R. W. Tucker	Clerk, Railways and Canals, Dec. 6 to 10	30.00	
	Robert M. Davidson	Clerk, Railways and Canals, Dec. 11 to 31	126.00	
	Henry T. Lyle	Clerk, Manufactures, Dec. 3 to 31	174.00	
	Wm. F. Kerfoot	Clerk, Mines and Mining, Dec. 3 to 31	174.00	
	P. M. Cullinan	Clerk, Pacific Railroads, Dec. 3 to 31	174.00	
	J. H. Williamson	Clerk, Education, Dec. 3 to 31	174.00	
	Frank Moore	Clerk, Labor, Dec. 3 to 31	174.00	
	Mark Curley	Clerk, Militia, Dec. 3 to 31	174.00	
	A. C. Weaver	Clerk, Patents, Dec. 3 to 31	174.00	
	S. M. Guthridge	Assistant clerk, Invalid Pensions, Dec. 3 to 31	174.00	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5762		George Gilliland *et al.*—Continued.		
	Daniel McDonald	Assistant clerk, Invalid Pensions, Dec. 3 to 31	$174.00	
	Jno. B. Trainor	Clerk, Pensions, Dec. 3 to 31	174.00	
	W. E. Varnon	Clerk, Private Land Claims, Dec. 3 to 31	66.00	
	J. Walter Blandford	Clerk, Revision of Laws, Dec. 3 to 31	174.00	
	J. Wheeler	Clerk, Expenditures in Treasury Department, Dec. 3 to 31.	174.00	
	Guy Laffoon	Clerk, Expenditures in War Department, Dec. 3 to 31.	174.00	
	C. S. McLaughlin	Clerk, Expenditures in Post-Office Department, Dec. 3 to 31.	174.00	
	G. N. Kersten	Clerk, Expenditures in Interior Department, Dec. 3 to 31.	174.00	
	John E. Campbell	Clerk, Expenditures on Public Buildings, Dec. 3 to 31.	174.00	
	Charles H. Vanderford	Clerk, Accounts, Dec. 3 to 31	174.00	
	John H. Bergen	Clerk, Library, Dec. 3 to 31	174.00	
	Wm. S. Jones	Clerk, Printing, Dec. 3 to 31	174.00	
	S. C. Wilson	Clerk, Enrolled Bills, Dec. 3 to 31	174.00	
	Eugene Black	Clerk, Reform Civil Service, Dec. 3 to 31	174.00	
	Wm. Shaffner	Clerk, Election of President and Vice-President, Dec. 3 to 31.	174.00	
	James D. Park	Clerk, Indian Depredation Claims, Dec. 3 to 31.	174.00	
	Edward Hughes	Clerk, Alcoholic Liquor Traffic, Dec. 3 to 31	174.00	
	T. C. Catchings, jr.	Clerk, Levees and Improvements of Mississippi River, Dec. 3 to 31.	174.00	
	M. L. York	Clerk, Expenditures in Navy Department, Dec. 3 to 31.	174.00	
	W. W. Barber	Clerk, Expenditures in Department of Justice, Dec. 3 to 31.	174.00	
	Wm. W. McDowell	Clerk, Ventilation and Acoustics, Dec. 3 to 31.	174.00	
	Jos. M. Kendall	Assistant clerk, Claims, Dec. 3 to 31	174.00	
	Charles E. Kincaid	Clerk, Private Land Claims, Dec. 14 to 31	108.00	
				$5,898.00
5763		A. B. Hurt *et al.*, Dec., 1888:		
	A. B. Hurt	Doorkeeper	294.80	
	W. H. Nichols	Assistant doorkeeper	168.50	
	H. C. Wall	Clerk to doorkeeper	101.10	
	Thos. G. Ingram	Janitor	101.10	
	Jno. A. Hannay	Superintendent document-room	168.50	
	H. G. Williams	Assistant superintendent document-room	168.50	
	Geo. P. Money	File clerk	117.90	
	Felix McCloskey	Assistant file clerk	110.70	
	Chas. W. Coombs	Department messenger	168.50	
	Andrew J. Fallon	Messenger	101.10	
	John McGuire	do	101.10	
	J. H. Chinn	do	101.10	
	F. S. Bishop	do	101.10	
	G. W. Feelemyer	do	101.10	
	H. B. Lingenfelter	do	101.10	
	E. A. Schwarz	do	45.65	
	M. Sullivan	do	101.10	
	Chas. H. Mann	Messenger reporters' gallery	101.10	
	J. S. Dunham	Messenger	84.20	
	Joseph L. Boyd	do	84.20	
	M. M. Robinson	do	84.20	
	W. B. Albright	do	84.20	
	G. C. Lightfoot	do	84.20	
	J. M. McKay	do	84.20	
	R. G. Blake	do	84.20	
	J. H. Cover	do	84.20	
	Sumter Phillips	do	84.20	
	Jno. T. Chancey	Special employé	126.40	
	Chas. W. Coombs	Department messenger, horse and buggy	21.10	
	S. C. Matlock	Laborer	60.60	
	R. D. Beckley	do	60.60	
	Charles Carter	do	60.60	
	H. C. Littlefield	do	60.60	
	James Hall	do	60.60	
	J. B. Askins	do	60.60	
	F. M. Godfrey	do	60.60	
	Jno. N. Cooney	do	50.50	
	M. E. Triplett	Attendant ladies' retiring-room	50.50	
	Wilson Grice	Cloak-room laborer	50.50	
	A. B. Thomas	do	50.50	
	A. H. Pickens	Chief page	75.80	
	E. L. Phillips	do	75.80	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5763		A. B. Hurt *et al.*—Continued.		
	S. E. Dinnin	Laborer	$60.60	
	W. J. Hirschfeld	Messenger, Dec. 15 to 31	55.45	
				$4,053.20
5764		John G. Healy *et al.*, Dec., 1888:		
	John G. Healy	Superintendent folding-room	168.50	
	Charles M. Davis	Chief clerk folding-room	151.60	
	Geo. A. Bacon	Foreman folding-room	126.40	
	F. W. McGurk	Clerk folding-room	101.10	
	Richard L. Newnham	do	101.10	
	James Byrne	Messenger folding-room	101.10	
	F. C. Robertson	Folder seal-room	101.10	
	Frank Banby	Folder, Dec. 1 to 14	34.24	
	W. C. Rowland	do	75.80	
	Jno. B. Seney	do	75.80	
	Geo. F. Howard	do	75.80	
	Jas. A. Newsom	do	75.80	
	J. W. Davison	do	75.80	
	J. C. Silcott	do	75.80	
	A. E. Fitzgerald	do	75.80	
	J. S. Cuttino	do	75.80	
	D. McMatheson	do	75.80	
	E. D. Eaton	do	70.80	
	A. L. Fant	do	70.80	
	A. E. Foster	do	70.80	
	J. V. Cunningham	do	70.80	
	J. L. Case	do	70.80	
	Jno. A. Barnes	do	60.60	
	Jno. Heffron	do	60.60	
	Robt. Dougherty	do	60.60	
	Jno. F. Gleason	do	60.60	
	J. S. Stone	do	60.60	
	H. B. Keffer	do	60.60	
	S. E. Browne	do	60.60	
	H. T. Kincaid	do	60.60	
	E. L. Lease	do	60.60	
	Thos. Powell	do	60.60	
	J. P. Britt	do	60.60	
	L. A. Ducros	do	60.60	
	James Cooney	do	60.60	
	W. B. Wilson	do	60.60	
	W. B. Millett	do	60.60	
	Willie Howell	Page	42.10	
	Thos. P. Bell	Laborer	33.70	
	Robt. Hazlett	Driver	50.50	
	A. H. Pruitt	Watchman	75.80	
	E. A. Schwarz	Folder, Dec. 15 to 31	41.56	
				3,074.60
5765		Samuel H. Decker *et al.*, Dec., 1888:		
	Samuel H. Decker	Soldiers' roll	101.10	
	Wm. T. Fitch	do	101.10	
	Wm. Irving	do	101.10	
	Hugh Lewis	do	101.10	
	Jas. I. McConnell	do	101.10	
	Fernando Page	do	101.10	
	John Ryan	do	101.10	
	John Rome	do	101.10	
	John A. Travis	do	101.10	
	John A. Stewart	do	101.10	
	Joseph F. Wilson	do	101.10	
	Josiah W. White	do	101.10	
	Edson S. Williams	do	101.10	
	Jonathan R. Whitacre	do	101.10	
	Arthur Lucas	Cloak-room laborer, Dec. 3 to 31	46.78	
	Jno. W. Williams	do	46.78	
	J. A. Savoy	do	46.78	
	L. S. Carey	do	46.78	
	W. H. Jones	do	46.78	
	Robert Coates	do	46.78	
	Jas. Butler	Session laborer, Dec. 3 to 12	19.35	
	Geo. R. H. Marshall, jr.	Session laborer, Dec. 13 to 31	36.78	
	Robert L. Bigger	Session laborer, Dec. 3 to 31	56.13	
	Albert Williamson	do	56.13	
	C. F. Holbrook	do	56.13	
	S. W. Diggs	do	56.13	
	G. W. Fisher	do	56.13	
	E. Hawkins	do	56.13	
	Alexander Tyler	do	56.13	
	Kendall Lee	do	56.13	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5765		Samuel H. Decker *et al.*—Continued.		
	J. H. Hatcher	Session laborer, Dec. 3 to 31	$56.13	
	Jno. T. Downs	Session messenger, Dec. 3 to 31	65.48	
	M. B. Abercrombie	do	65.48	
	M. Avant	Session folder, Dec. 3 to 31	65.48	
	Jos. B. Contee	Session folder, Dec. 3 to 12	22.58	
	Jno. E. Cannon	Session folder, Dec. 13 to 31	42.90	
	E. C. Huckabee	Session folder, Dec. 7 to 31	56.45	
				$2,575.7
5766		T. K. Hackman *et al.*, Dec., 1888:		
	T. K. Hackman	Riding page, Dec. 3 to 31	72.50	
	Howard Wiltberger	do	72.50	
	Lee Swords	Telephone page, Dec. 3 to 31	72.50	
	Frank D. Beall	Telegraph page, Dec. 3 to 31	72.50	
	C. M. Armstrong	Page, Dec. 3 to 31	72.50	
	W. W. Bolls	do	72.50	
	Arthur A. Bowles	do	72.50	
	Chas. H. Bushnell	do	72.50	
	W. B. Carroll	do	72.50	
	Chas. B. Coffin	do	72.50	
	Bertie Conklin	do	72.50	
	Geo. B. Cooper	do	72.50	
	C. Cumberland	do	72.50	
	Edward Duffy	do	72.50	
	J. F. English	do	72.50	
	F. B. Gorman	do	72.50	
	Plowden Hickey	do	72.50	
	W. D. Hunter	Page, Dec. 3 to 17	37.50	
	Henry R. Wilkening	Page, Dec. 18 to 31	35.00	
	A. H. Johnston	Page, Dec. 3 to 31	72.50	
	Thos. A. Keech	do	72.50	
	Willie Kelly	do	72.50	
	A. V. McKee	do	72.50	
	Louis Murphy	do	72.50	
	Robert Owens	do	72.50	
	W. G. Parater	do	72.50	
	Sam'l C. Pelham	do	72.50	
	Albert Pike, jr.	do	72.50	
	Richard Rhea	do	72.50	
	E. G. Roberts	do	72.50	
	Robert D. Simmons	do	72.50	
	J. W. Stuart	do	72.50	
	Carlton Willett	do	72.50	
	Early D. Yoder	do	72.50	
				2,392.5
5767		William Lannan *et al.*, Dec., 1888:		
	William Lannan	Chief engineer	143.20	
	Henry W. Taylor	Assistant engineer	101.10	
	Bryan H. Morse	do	101.10	
	George Winters	Conductor of elevator	92.70	
	Leonard B. Cook	do	92.70	
	R. W. Goudelock	do	92.70	
	John Graham	do	92.70	
	Thos. W. McKeig	Fireman	75.80	
	Epps Norris	do	75.80	
	Chas. T. Jett	do	75.80	
	Edward B. Burke	do	75.80	
	James W. Shely	do	75.80	
	A. B. Talcott	Electrician	101.10	
	Jos. A. Woodworth	Laborer	67.40	
	George Liverpool	do	69.08	
	E. H. Hughes	Cleaning and watching Statuary Hall	55.55	
				1,388.5
5796	H. T. Tatum	Jan. 2, 1889. For hire of horse for page in Doorkeeper's office, House of Representatives, during the month of December, 1888.		30.0
5804	Henry Culbertson	Jan. 4. To feed of two (2) horses for Doorkeeper, House of Representatives, during the month of December, 1888.		18.0
5847	Lutz & Bro	Nov. 20, 1888. To repair double harness, $6; 2 bridles, $7.	13.00	
		1 dandy brush	.50	
				13.5
5882	Henry T. Tatum	Jan. 31. For hire of horse for page in Doorkeeper's office, House of Representatives, during the month of January, 1889.		30.0

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5886		Jno. B. Clark *et al.*, Jan., 1889:		
	Jno. B. Clark	Clerk of House of Representatives	$480.60	
	T. O. Towles	Chief Clerk	310.00	
	Jno. C. Robinson	Journal clerk	310.00	
	Neill S. Brown	Reading clerk	310.00	
	Thomas S. Pettit	do	310.00	
	Samuel D. Craig	Tally clerk	258.30	
	John H. Rogers	Printing and bill clerk	215.30	
	S. B. Cunningham	Disbursing clerk	215.30	
	Ferris Finch	File clerk	198.70	
	Theo. F. King	Enrolling clerk	193.70	
	Henry Gumble	Assistant disbursing clerk	172.20	
	John K. Metzger	Assistant enrolling clerk	172.20	
	Robert H. Cowan	Resolution and petition clerk	172.20	
	R. C. Montgomery	Newspaper clerk	172.20	
	Jno. W. Otley	Index clerk	172.20	
	J. H. Scates	Superintendent document-room	172.20	
	William Butler	Librarian	172.20	
	Henry Vollmer	Distributing clerk	155.00	
	John F. Ancona	Stationery clerk	155.00	
	Asher Barnett	Assistant librarian	155.00	
	Wm. H. Smith	do	155.00	
	J. B. McDonnell	Doorkeeper	137.80	
	Geo. S. Donnell	Clerk	137.80	
	W. H. Wiggins	do	137.80	
	John W. Hall	do	137.80	
	L. T. English	do	137.80	
	John F. Treutlen	Clerk to index private claims	137.80	
	Sanders Garland	do	137.80	
	W. B. Forrest	do	137.80	
	Joel W. Hiatt	Document clerk	124.00	
	B. C. Kuehling	Locksmith	121.00	
	James C. Daly	Messenger, Library	113.10	
	Aaron Russell	do	113.10	
	Wm. W. Kelser	Telegraph operator	77.50	
	Wm. T. Page	Assistant file clerk	77.50	
	John J. Coughlin	Laborer, Clerk's document-room	77.50	
	Ryder Henry	do	77.50	
	J. L. Davis	Page	62.00	
	Frank T. Quigley	Laborer	62.00	
	Maurice Ruddlesden	do	62.00	
	Robert Richardson	do	62.00	
	William Richardson	do	62.00	
	Geo. W. Hutton	do	62.00	
	Jesse D. Robinson	Messenger, Chief Clerk's office	25.80	
	F. H. Tompkins	Assistant index clerk	186.00	
	Geo. W. Hutton	Hire horse and wagon	51.70	
	Battle McCardle	Assistant Journal clerk	186.00	
	Sam'l J. R. Long	Page, enrolling-room	60.00	
	Katie Lysight	Assistant index clerk, Jan. 1 to 18	108.00	
				$7,448.40
5887		Jno. P. Leedom *et al.*, Jan., 1889:		
	Jno. P. Leedom	Sergeant-at-Arms	387.50	
	Isaac R. Hill	Assistant Sergeant-at-Arms	172.20	
	C. E. Silcott	Cashier	258.30	
	H. L. Ballentine	Paying teller	172.20	
	J. D. Selzer	Book-keeper	155.00	
	David A. Roberts	Messenger	103.30	
	A. M. Sayre	Page	62.00	
	Charles H. Christian	Laborer	56.87	
		Clerks and messengers, annual committees:		
	Henry Talbott	Clerk, Ways and Means	258.30	
	Charles H. Mills	Assistant clerk, Ways and Means	137.80	
	D. W. Carroll	Messenger, Ways and Means	86.10	
	James C. Courts	Clerk, Appropriations	258.30	
	John D. Cremer	Assistant clerk, Appropriations	137.80	
	L. Olie Meek	Messenger, Appropriations	86.10	
	Robert M. Wallace	Clerk, Agriculture	172.20	
	Geo. W. Rae	Clerk, Claims	172.20	
	Louis Chable	Clerk, Commerce	172.20	
	Edward McIver	Clerk, District of Columbia	172.20	
	W. E. Varnon	Clerk, Foreign Affairs	172.20	
	David M. Peel	Clerk, Indian Affairs	172.20	
	Rees F. Matson	Clerk, Invalid Pensions	172.20	
	H. C. Hynson	Clerk, Judiciary	172.20	
	Geo. B. Parsons	Clerk, Military Affairs	172.20	
	Joseph Baumer	Clerk, Naval Affairs	172.20	
	James E. Mendenhall	Clerk, Public Lands	172.20	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	To
5887		Jno. P. Leedom *et al.*—Continued.		
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	$172.20	
	John Dougherty	Clerk, Public Buildings and Grounds	172.20	
	James P. Hickman	Clerk, Rivers and Harbors	172.20	
	J. N. Williams	Clerk, War Claims	172.20	
	M. R. Owens	Assistant clerk, War Claims	103.30	
	Wm. H. Mobley	Clerk, Elections	172.20	
	Jno. D. O'Connor	Clerk, Eleventh Census	172.20	
	J. B. Holloway	Clerk to prepare digest, etc	172.20	
5888		Lycurgus Dalton *et al.*, Jan., 1889:		$5
	Lycurgus Dalton	Postmaster	215.30	
	James R. Fisher	Assistant postmaster	172.20	
	John H. Pratt	Messenger	103.30	
	William A. Horback	do	103.30	
	James L. Brown	do	103.30	
	Reuben Bourne	do	103.50	
	Ralph Carlton	do	103.30	
	W. C. Crawley	do	103.30	
	William W. Pace	do	103.30	
	Wm. M. Prescott	Messenger	103.30	
	John R. Grace	do	103.30	
	Henry Yater	Messenger, heavy mail wagon	103.30	
	Daniel B. Webster	Laborer	62.00	
	Franklin A. Rooney	Session messenger	204.95	
	R. T. Merrifield	do	204.95	
	John Stack	do	204.95	
	H. J. Jackson	do	100.00	
	John T. Healy	do	100.00	
	Junius Wingfield	do	100.00	
	W. C. Davis, jr	do	100.00	
	Henry Culbertson	Hire, horses and wagons	430.60	
	George C. Lafferty	Committee stenographer	344.40	
	W. J. Kehoe	do	344.40	
	L. L. Carlisle	Private secretary to Speaker	181.00	
	N. T. Crutchfield	Clerk to Speaker's table	181.00	
	O. O. Stealey	Clerk to Speaker	137.80	
	Henry Neal	Messenger to Speaker	86.10	
	W. H. Milburn	Chaplain	75.00	
	Albert Ordway	Making index to Journal of Congress	215.30	
	Mary R. Potts	Assisant making index to Journal of Congress.	96.67	
	Desha Breckinridge	do	103.30	
	E. D. Appleton	do	86.10	
	Saml. J. King	do	86.10	
	W. D. Cannon	do	86.10	
	W. F. Reber	do	86.10	
	Alfred P. Robbins	do	68.90	
	S. B. Gray	do	68.90	
5889		George Gilliland *et al.*, Jan., 1889:		5
	George Gilliland	Clerk, Banking and Currency	186.00	
	D. P. Bailey	Clerk, Coinage, Weights, and Measures	186.00	
	John W. Springer	Clerk, Territories	186.00	
	Robert M. Davidson	Clerk, Railways and Canals	186.00	
	Henry T. Lyle	Clerk, Manufacturers	186.00	
	Wm. F. Kerfoot	Clerk, Mines and Mining	186.00	
	P. M. Cullinan	Clerk, Pacific Railroads	186.00	
	J. H. Williamson	Clerk, Education	180.00	
	Frank Moore	Clerk, Labor	186.00	
	Mark Curley	Clerk, Militia	186.00	
	A. C. Weaver	Clerk, Patents	186.00	
	S. M. Guthridge	Assistant clerk, Invalid Pensions	186.00	
	Daniel McDonald	do	186.00	
	Jno. B. Trainor	Clerk, Pensions	186.00	
	Charles E. Kincaid	Clerk, Private Land Claims	186.00	
	J. Walter Blandford	Clerk, Revision of Laws	186.00	
	J. Wheeler	Clerk, Expenditures in Treasury Department.	186.00	
	Guy Laffooon	Clerk, Expenditures in War Department	186.00	
	C. S. McLaughlin	Clerk, Expenditures in Post-Office Department.	186.00	
	G. N. Kersten	Clerk, Expenditures in Interior Department	186.00	
	John E. Campbell	Clerk, Expenditures on Public Buildings	186.00	
	Charles H. Vanderford	Clerk, Accounts	186.00	
	John H. Bergen	Clerk, Library	186.00	
	Wm. S. Jones	Clerk, Printing	186.00	
	S. C. Wilson	Clerk, Enrolled Bills	186.00	
	Eugene Black	Clerk, Reform in Civil Service	186.00	

Salaries of officers and employés, House of Representatives, 1889—Continue

Number of voucher.	To whom paid.	For what purpose.	Amount.	
		George Gilliland *et al.*—Continued.		
5889	Wm. Shaffner	Clerk, Election of President and Vice-President.	$186.00	
	James D. Park	Clerk, Indian Depredation Claims	186.00	
	Edward Hughes	Clerk, Alcoholic Liquor Traffic	186.00	
	T. C. Catchings, jr	Clerk, Levees and Improvements Mississippi River.	186.00	
	M. L. York	Clerk, Expenditures in Navy Department	186.00	
	W. W. Scott, jr	Clerk, Expenditures in Department of Justice, Jan. 2 to 31.	186.00	
	Wm. W. McDowell	Clerk, Ventilation and Acoustics	186.00	
	Jos. M. Kendall	Assistant clerk, Claims	186.00	
	Wm. W. Barber	Clerk, Expenditure in Department of Justice, Jan. 1.	6.00	
				$6,324.
		A. B. Hurt *et al.*, Jan., 1889:		
5890	A. B. Hurt	Doorkeeper	301.40	
	W. H. Nichols	Assistant Doorkeer	172.20	
	H. C. Wall	Clerk, Doorkeeper	103.30	
	Thos. G. Ingram	Janitor	103.30	
	Jno. A. Hannay	Superintendent document-room	172.20	
	H. G. Williams	Assistant superintendent document-room	172.20	
	Geo. P. Money	File clerk, document-room	129.60	
	Felix McCloskey	Assistant file clerk, document-room	113.10	
	Chas. W. Coombs	Department messenger	172.20	
	Chas. H. Mann	Messenger, reporters' gallery	103.30	
	F. S. Bishop	Messenger	103.30	
	J. H. Chinn	do	103.30	
	Andrew J. Fallon	do	103.30	
	G. W. Feelemyer	do	103.30	
	Jno. McGuire	do	103.30	
	W. J. Hirschfeld	do	103.30	
	Chas. W. Coombs	Department horse and buggy	21.50	
	H. B. Lingenfelter	Messenger	103.30	
	M. Sullivan	do	103.30	
	W. B. Albright	do	86.10	
	Joseph L. Boyd	do	86.10	
	R. G. Blake	do	86.10	
	J. H. Cover	do	86.10	
	J. S. Dunham	do	86.10	
	J. C. Lightfoot	do	86.10	
	J. M. McKay	do	86.10	
	Sumter Phillips	do	86.10	
	M. M. Robinson	do	86.10	
	Jno. T. Chancey	Special employé	129.20	
	J. B. Askins	Laborer	62.00	
	R. D. Beckley	do	62.00	
	Charles Carter	do	62.00	
	S. E. Dinwin	do	62.00	
	James Hall	do	62.00	
	H. C. Littlefield	do	62.00	
	S. C. Matlock	do	62.00	
	F. M. Godfrey	do	62.00	
	Jno. Cooney	do	51.70	
	M. E. Triplett	Attendant ladies' retiring-room	51.70	
	Wilson Grice	Cloak-room laborer	51.70	
	A. B. Thomas	do	51.70	
	A. H. Pickens	Chief page	77.50	
	E. L. Phillips	do	77.50	
				4,143.60
		Jno. G. Healy *et al.*, Jan., 1889:		
5891	Jno. G. Healy	Superintendent folding-room	172.20	
	Chas. M. Davis	Chief clerk folding-room	155.00	
	Geo. A. Bacon	Foreman folding-room	129.20	
	F. W. McGurk	Clerk folding-room	103.30	
	Richard L. Newnham	do	103.30	
	James Byrne	Messenger folding-room	103.30	
	F. C. Robertson	Folder seal-room	103.30	
	E. A. Schwarz	Folder	77.50	
	W. C. Rowland	do	77.50	
	John B. Seney	do	77.50	
	Geo. F. Howard	do	77.50	
	Jas. A. Newsom	do	77.50	
	J. W. Davison	do	77.50	
	J. C. Silcott	do	77.50	
	A. E. Fitzgerald	do	77.50	
	J. S. Cuttino	do	77.50	
	D. McMatheson	do	77.50	
	E. D. Eaton	do	72.30	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5891		Jno. G. Healy *et al.*—Continued.		
	A. L. Fant	Folder	$72.30	
	A. E. Foster	do	72.30	
	J. V. Cunningham	do	72.30	
	J. L. Case	do	72.30	
	Jno. A. Barnes	do	62.00	
	Jno. Heffron	do	62.00	
	Robt. Dougherty	do	62.00	
	Jno. F. Gleason	do	62.00	
	Jno. S. Stone	do	62.00	
	H. B. Keffer	do	62.00	
	S. E. Browne	do	62.00	
	H. T. Kincaid	do	62.00	
	E. L. Lease	do	62.00	
	Thomas Powell	do	62.00	
	J. P. Britt	do	62.00	
	L. A. Ducras	do	62.00	
	Jas. Cooney	do	62.00	
	W. B. Wilson	do	62.00	
	W. H. Millett	do	62.00	
	Willie Howell	Page	43.10	
	Thos. P. Bell	Laborer	34.40	
	Robert Hazlett	Driver	51.70	
	A. H. Pruitt	Watchman	77.50	
				$3,145
5892		Samuel H. Decker *et al.*, Jan., 1889:		
	Samuel H. Decker	Soldiers' roll	103.30	
	Wm. F. Fitch	do	103.30	
	Wm. Irving	do	103.30	
	Hugh Lewis	do	103.30	
	Jas. I. McConnell	do	103.30	
	Fernando Page	do	103.30	
	John Ryan	do	103.30	
	John Rome	do	103.30	
	John A. Stewart	do	103.30	
	John A. Travis	do	103.30	
	Joseph F. Wilson	do	103.30	
	Josiah L. White	do	103.30	
	Edson S. Williams	do	103.30	
	Jonathan Whitacre	do	103.30	
	Arthur Lucas	Cloak-room laborer	50.00	
	Jno. W. Williams	do	50.00	
	J. A. Savoy	do	50.00	
	L. S. Carey	do	50.00	
	W. H. Jones	do	50.00	
	Robert Coates	do	50.00	
	Geo. R. H. Marshall, jr	Session laborer	60.00	
	Robt. L. Bigger	do	60.00	
	Albert Williamson	do	60.00	
	C. F. Holbrook	do	60.00	
	S. W. Diggs	do	60.00	
	G. W. Fisher	do	60.00	
	E. Hawkins	do	60.00	
	Alexander Tyler	do	60.00	
	Kendall Lee	do	60.00	
	J. H. Hatcher	do	60.00	
	John T. Downs	Session messenger	70.00	
	M. B. Abercrombie	do	70.00	
	M. Avant	Session folder	70.00	
	Jno. E. Cannon	do	70.00	
	E. C. Huckabee	Session folder, Jan. 1 to 16	36.13	
	L. A. Whiteley	Session folder, Jan. 17 to 31	33.87	
				2,696
5893		T. K. Hackman *et al.*, Jan. 1889:		
	T. K. Hackman	Riding page	77.50	
	H. Wiltberger	do	77.50	
	Lee Swords	Telephone page	77.50	
	Frank D. Beall	Telegraph page	77.50	
	C. M. Armstrong	Page	77.50	
	W. H. Bolls	do	77.50	
	A. A. Bowles	do	77.50	
	Chas. H. Bushnell	do	77.50	
	W. B. Carroll	do	77.50	
	Chas. B. Coflin	do	77.50	
	Bertie Conklin	Page, Jan. 1 to 28	77.50	
	Fred S. Nichols	Page, Jan. 29 to 31	7.50	
	Geo. B. Cooper	Page	77.50	
	C. Cumberland	do	77.50	
	Edward Duffy	do	77.50	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5898		T. K. Hackman *et al.*—Continued.		
	J. F. English	Page	$77.50	
	F. B. Gorman	do	77.50	
	Plowden Hickey	do	77.50	
	A. H. Johnston	do	77.50	
	Thos. A. Keech	do	77.50	
	Willie Kelly	do	77.50	
	A. V. McKee	do	77.50	
	Lewis Murphy	do	77.50	
	Robt. Owens	do	77.50	
	W. G. Parater	do	77.50	
	Samuel C. Pelham	do	77.50	
	Albert Pike, jr	do	77.50	
	Richard Rhea	do	77.50	
	E. G. Roberts	do	77.50	
	Robt. D. Simmons	do	77.50	
	J. W. Stuart	do	77.50	
	Carlton Willett	do	77.50	
	Henry Wilkening	do	77.50	
	Early D. Yoder	do	77.50	
				$2,557.50
5894		William Lannan *et al.*, Jan., 1889:		
	William Lannan	Chief engineer	146.40	
	Henry W. Taylor	Assistant engineer	103.30	
	Bryan H. Morse	do	103.30	
	George Winters	Conductor of elevator	94.70	
	Leonard B. Cook	do	94.70	
	R. W. Goudelock	do	94.70	
	John Graham	do	94.70	
	Thos. W. McKeig	Fireman	77.50	
	Eppa Norris	do	77.50	
	Chas. T. Jett	do	77.50	
	Edward B. Burke	do	77.50	
	James W. Shely	do	77.50	
	A. B. Talcott	Electrician	103.30	
	Jas. A. Woodworth	Laborer	68.90	
	Geo. Liverpool	do	70.62	
	E. H. Hughes	Cleaning and watching Statuary Hall	56.87	
				1,418.99
5998	Henry Culbertson	Feb. 2. To feed of two horses for Doorkeeper, House of Representatives, during the month of January, 1889.		18.00
6055	John H. Mitchell	1888. For horse-shoeing folding-room team, viz:		
		Dec. 15. To 2 new shoes	.75	
		27. 6 new shoes	2.25	
		1889.		
		Jan. 21. 2 new shoes and roughing 6 shoes.	2.25	
		25. Reset 1 shoe	.25	
		Feb. 8. 8 new shoes	3.00	
				8.50
6157	Geo. W. Knox	Feb. 26. For use of 2-horse wagon, driver and two extra men 4 days distributing documents to Executive Departments.		4.00
6139		Jno. B. Clark *et al.*, Feb. 1889:		
	Jno. B. Clark	Clerk House of Representatives	388.80	
	T. O. Towles	Chief Clerk	280.00	
	Jno. C. Robinson	Journal clerk	280.00	
	Neill S. Brown	Reading clerk	280.00	
	Thomas S. Pettit	do	280.00	
	Samuel D. Craig	Tally clerk	233.40	
	John H. Rogers	Printing and bill clerk	194.40	
	S. B. Cunningham	Disbursing clerk	194.40	
	Ferris Finch	File clerk	175.10	
	Theo. F. King	Enrolling clerk	175.10	
	Henry Gumble	Assistant disbursing clerk	155.60	
	John K. Metzger	Assistant enrolling clerk	155.60	
	Robert H. Cowan	Resolution and petition clerk	155.60	
	R. C. Montgomery	Newspaper clerk	155.60	
	Jno. W. Otley	Index clerk	155.60	
	J. H. Scales	Superintendent document-room	155.60	
	William Butler	Librarian	156.60	
	Henry Vollmer	Distributing clerk	140.00	
	John F. Ancona	Stationery clerk	140.00	
	Asher Barnett	Assistant librarian	140.00	
	Wm. H. Smith	do	140.00	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6139	.....	Jno. B. Clark *et al.*—Continued.		
	J. B. McDonnell	Book-keeper	$24.40	
	Geo. S. Donnell	Clerk	124.40	
	W. H. Wiggins	do	124.40	
	John W. Hall	do	124.40	
	L. T. English	do	124.40	
	John F. Treutlen	Clerk to index private claims	124.40	
	Sanders Garland	do	124.40	
	W. B. Forrest	do	124.40	
	Joel W. Hiatt	Document clerk	112.00	
	B. C. Kuehling	Locksmith	112.00	
	James C. Daly	Messenger, library	102.30	
	Aaron Russell	do	102.30	
	Wm. W. Kelser	Telegraph operator	70.00	
	Wm. T. Page	Assistant file clerk	70.00	
	John J. Coughlin	Laborer, Clerk's document-room	70.00	
	Ryder Henry	do	70.00	
	J. L. Davis	Page	56.00	
	Frank T. Quigley	Laborer	56.00	
	Maurice Ruddlesden	do	56.00	
	Robert Richardson	do	56.00	
	William Richardson	do	56.00	
	Geo. W. Hupton	do	56.00	
	Jesse D. Robinson	Messenger, chief clerk's room	23.40	
	F. H. Tompkins	Assistant index clerk	168.00	
	Geo. W. Hupton	Hire horse and wagon	46.60	
	Battle McCardle	Assistant Journal clerk	168.00	
	Saml J. R. Long	Page, enrolling-room	60.00	
				$6,636
6140	.....	John P. Leedom *et al.*, Feb., 1889:		
	Jno. P. Leedom	Sergeant-at-Arms	350.00	
	Isaac R. Hill	Assistant sergeant-at-arms	155.60	
	C. E. Silcott	Cashier	233.40	
	H. L. Ballentine	Paying teller	155.60	
	J. D. Selzer	Book-keeper	140.00	
	David A. Roberts	Messenger	93.40	
	A. M. Sayre	Page	56.00	
	Charles H. Christian	Laborer	51.26	
6140	.....	Clerks and messengers of annual committees:		
	Henry Talbot	Clerk, Ways and Means	155.60	
	Charles H. Mills	Assistant clerk, Ways and Means	155.60	
	D. W. Carroll	Messenger, Ways and Means	155.60	
	James C. Courts	Clerk, Appropriations	155.60	
	Jno. D. Cremer	Assistant clerk, Appropriations	155.60	
	L. Olie Meek	Messenger, Appropriations	155.60	
	Robert M. Wallace	Clerk, Agriculture	155.60	
	Geo. W. Rae	Clerk, Claims	155.60	
	Louis Chable	Clerk, Commerce	155.60	
	Edward McIver	Clerk, District of Columbia	155.60	
	W. E. Varnon	Clerk, Foreign Affairs	155.60	
	David W. Peel	Clerk, Indian Affairs	155.60	
	Rees F. Matson	Clerk, Invalid Pensions	155.60	
	H. C. Hynson	Clerk, Judiciary	155.60	
	Geo. B. Parsons	Clerk, Military Affairs	155.60	
	Joseph Baumer	Clerk, Naval Affairs	155.60	
	James E. Mendenhall	Clerk, Public Lands	155.60	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	155.60	
	John Dougherty	Clerk, Public Buildings and Grounds	155.60	
	James P. Hickman	Clerk, Rivers and Harbors	155.60	
	J. N. Williams	Clerk, War Claims	155.60	
	M. R. Owens	Assistant clerk, War Claims	93.40	
	Wm. H. Mobley	Clerk, Elections	155.60	
	Jno. D. O'Connor	Clerk, Eleventh Census	155.60	
	J. B. Holloway	Clerk, Prepare, Digest, etc	155.60	
				5,000
6141	.....	Lycurgus Dalton *et al.*, Feb., 1889:		
	Lycurgus D lton	Postmaster	194.40	
	James R. Fisher	Assistant postmaster	155.60	
	John H. Pratt	Messenger	93.40	
	William A. Horback	do	93.40	
	James L. Brown	do	93.40	
	Reuben Bourne	do	93.40	
	Ralph Carlton	do	93.40	
	W. C. Crawley	do	93.40	
	William W. Pace	do	93.40	
	Wm. M. Prescott	do	93.40	
	John R. Grace	do	93.40	
	Henry Yater	Messenger heavy mail wagon	93.40	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6141	.....	Lycurgus Dalton *et al.*—Continued.		
	Daniel B. Webster	Laborer	$56.00	
	Franklin A. Rooney	Session messenger	185.12	
	R. T. Merrifield	....do	185.12	
	John Stack	....do	185.12	
	H. J. Jackson	....do	100.00	
	John T. Healy	....do	100.00	
	Junius Wingfield	....do	100.00	
	W. C. Davis, jr	....do	100.00	
	Henry Culbertson	Hire horses and wagons	388.80	
	George C. Lafferty	Committee stenographer	311.20	
	W. J. Kehoe	....do	311.20	
	L. L. Carlisle	Private secretary to Speaker	168.60	
	N. T. Crutchfield	Clerk to Speaker's table	168.60	
	O. O. Stealey	Clerk to Speaker	124.40	
	Henry Neal	Messenger to Speaker	77.80	
	W. H. Milburn	Chaplain	75.00	
	Albert Ordway	Making index to Journal of Congress	194.40	
	Mary R. Potts	Assistant making index to Journal of Congress.	93.40	
	Desha Breckinridge	....do	93.40	
	E. D. Appleton	....do	77.80	
	Sam'l J. King	....do	77.80	
	W. D. Cannon	....do	77.80	
	W. F. Reber	....do	77.80	
	Alfred P. Robbins	....do	62.20	
	S. B. Gray	....do	62.20	
				$4,727.76
6142	.....	George Gilliland *et al.*, Feb., 1889:		
	George Gilliland	Clerk, Banking and Currency	168.00	
	D. P. Bailey	Clerk, Coinage, Weights, and Measures	168.00	
	John W. Springer	Clerk, Territories	168.00	
	Robert M. Davidson	Clerk, Railways and Canals	168.00	
	Henry T. Lyle	Clerk, Manufactures	168.00	
	Wm. P. Kerfoot	Clerk, Mines and Mining	168.00	
	P. M. Cullinan	Clerk, Pacific Railroads	168.00	
	J. H. Williamson	Clerk, Education	168.00	
	Frank Moore	Clerk, Labor	168.00	
	Mark Curley	Clerk, Militia	168.00	
	A. C. Weaver	Clerk, Patents	168.00	
	S. M. Guthridge	Assistant clerk, Invalid Pensions	168.00	
	Daniel McDonald	....do	168.00	
	Jno. B. Trainer	Clerk, Pensions	168.00	
	Charles E. Kincaid	Clerk, Private Land Claims	168.00	
	J. Walter Blandford	Clerk, Revision of Laws	168.00	
	J. Wheeler	Clerk, Expenditures in Treasury Department.	168.00	
	Guy Laffoon	Clerk, Expenditures in War Department	168.00	
	C. S. McLaughlin	Clerk, Expenditures in Post-Office Department.	168.00	
	G. N. Kersten	Clerk, Expenditures in Interior Department.	168.00	
	John E. Campbell	Clerk, Expenditures in Public Buildings	168.00	
	Charles H. Vanderford	Clerk, Accounts	168.00	
	John H. Bergen	Clerk, Library	168.00	
	Wm. S. Jones	Clerk, Printing	168.00	
	S. C. Wilson	Clerk, Enrolled Bills	168.00	
	Eugene Black	Clerk, Reform in Civil Service	168.00	
	William Shaffner	Clerk, Election of President and Vice-President.	168.00	
	James D. Park	Clerk, Indian Depredation Claims	168.00	
	Edward Hughes	Clerk, Alcoholic Liquor Traffic	168.00	
	T. C. Catchings, jr	Clerk, Levees and Improvement Mississippi River.	168.00	
	M. L. York	Clerk, Expenditures in Navy Department	168.00	
	W. W. Scott, jr	Clerk, Expenditures in Department of Justice.	168.00	
	William W. McDowell	Clerk, Ventilation and Acoustics	168.00	
	Jos. M. Kendall	Assistant clerk, Claims	168.00	
				5,712.00
6143	.....	A. B. Hurt *et al.*, Feb., 1889:		
	A. B. Hurt	Doorkeeper	272.20	
	W. H. Nichols	Assistant doorkeeper	155.60	
	H. C. Wall	Clerk, doorkeeper	93.40	
	Thomas G. Ingram	Janitor	93.40	
	John A. Hannay	Superintendent document room	155.60	
	H. G. Williams	Assistant superintendent document room	155.60	
	George P. Money	File clerk, document room	108.80	
	Felix W. McCloskey	Assistant file clerk, document room	102.30	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6143		A. B. Hurt *et al.*—Continued.		
	Charles W. Coombs	Department messenger	$155.60	
	Do	Horse and buggy, department messenger	19.50	
	Charles H. Mann	Messenger, reporters' gallery	93.40	
	F. S. Bishop	Messenger	93.40	
	J. H. Chinn	do	93.40	
	Andrew J. Fallon	do	93.40	
	G. W. Feelemyer	do	93.40	
	John McGuire	do	93.40	
	W. J. Hirschfeld	do	93.40	
	H. B. Lingenfelter	do	93.40	
	M. Sullivan	do	93.40	
	W. B. Albright	do	77.80	
	Joseph L. Boyd	do	77.80	
	R. G. Blake	do	77.80	
	J. H. Cover	do	77.80	
	J. S. Dunham	do	77.80	
	G. C. Lightfoot	do	77.80	
	J. M. McKay	do	77.80	
	Sumter Phillips	do	77.80	
	M. M. Robinson	do	77.80	
	Jno. T. Chancey	Special employé	116.60	
	J. B. Askins	Laborer	56.00	
	R. D. Beckley	do	56.00	
	Chas. Carter	do	56.00	
	S. E. Dinnin	do	56.00	
	James Hall	do	56.00	
	H. C. Littlefield	do	56.00	
	S. C. Matlock	do	56.00	
	F. M. Godfrey	do	56.00	
	Jno. Cooney	do	46.60	
	M. E. Triplett	Attendant, ladies' retiring-room	46.60	
	Wilson Grice	Cloak-room laborer	46.60	
	A. B. Thomas	do	46.60	
	A. H. Pickens	Chief page	70.00	
	E. L. Phillips	do	70.00	
				$3,743.80
6144		Jno. G. Healy *et al.*, Feb., 1889:		
	Jno. G. Healy	Superintendent, folding-room	155.60	
	Chas. M. Davis	Chief clerk, folding-room	140.00	
	Geo. A. Bacon	Foreman, folding-room	116.60	
	F. W. McGurk	Clerk, folding-room	93.40	
	Rich'd L. Newnham	do	93.40	
	James Byrne	Messenger, folding-room	93.40	
	F. C. Robertson	Folder, seal-room	93.40	
	E. A. Schwarz	Folder	70.00	
	W. C. Rowland	do	70.00	
	Jno. B. Seney	do	70.00	
	Geo. F. Howard	do	70.00	
	Jas. A. Newson	do	70.00	
	J. W. Davison	do	70.00	
	J. C. Silcott	do	70.00	
	A. E. Fitzgerald	do	70.00	
	J. S. Cuttino	do	70.00	
	D. McMatheson	do	70.00	
	E. D. Eaton	do	65.40	
	A. L. Fant	do	65.40	
	A. E. Foster	do	65.40	
	J. V. Cunningham	do	65.40	
	J. L. Case	do	65.40	
	Jno. A. Barnes	do	56.00	
	Jno. Heffron	do	56.00	
	Robt. Dougherty	do	56.00	
	Jno. F. Gleason	do	56.00	
	Jno. S. Stone	do	56.00	
	H. B. Keffer	do	56.00	
	S. E. Browne	do	56.00	
	H. T. Kincaid	do	56.00	
	E. L. Lease	do	56.00	
	Thomas Powell	do	56.00	
	J. P. Britt	do	56.00	
	L. A. Ducros	do	56.00	
	Jas. Cooney	do	56.00	
	W. B. Wilson	do	56.00	
	W. H. Millett	do	56.00	
	Willie Howell	Page	38.30	
	Thos. P. Bell	Laborer	31.20	
	Robert Hazlett	Driver	46.60	
	A. H. Pruitt	Watchman	70.00	
				2,838.90

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6147	.....	William Lannan *et al.*—Continued.		
	John Graham	Conductor of elevator	$85.60	
	Thos. W. McKeig	Fireman	70.00	
	Eppa Norris	....do	70.00	
	Chas. T. Jett	....do	70.00	
	Edward B. Burke	....do	70.00	
	James W. Shely	....do	70.00	
	A. B. Talcott	Electrician	93.40	
	Jos. Woodworth	Laborer	62.20	
	Geo. Liverpool	....do	63.76	
	E. H. Hughes	Cleaning and watchman, Statuary Hall	51.26	
				$1,282.02
6150	Henry Tatum	Mar. 5. For hiring of horse for page in Doorkeeper's office, House of Representatives, during the month of February, 1889.		30.00
6191	Frank B. Gorman	For extra work as mail page, House of Representatives, during the month of November, 1888 (deficiency act, Mar. 2, 1889).		5.00
6221	.....	Jno. B. Clark *et al.*, Mar., 1889:		
	Jno. B. Clark	Clerk House of Representatives	430.60	
	T. O. Towles	Chief Clerk	310.00	
	Jno. C. Robinson	Journal clerk	310.00	
	Neill S. Brown	Reading clerk	310.00	
	Thomas S. Pettit	....do	310.00	
	Samuel D. Craig	Tally clerk	258.30	
	John H. Rogers	Printing and bill clerk	215.30	
	S. B. Cunningham	Disbursing clerk	215.30	
	Ferris Finch	File clerk	193.70	
	Theo. F. King	Enrolling clerk	193.70	
	Henry Gumble	Assistant disbursing clerk	172.20	
	John K. Metzger	Assistant enrolling clerk	172.20	
	Robert H. Cowan	Resolution and petition clerk	172.20	
	R. C. Montgomery	Newspaper clerk	172.20	
	Jno. W. Otley	Index clerk	172.20	
	J. H. Scales	Superintendent document-room	172.20	
	William Butler	Librarian	172.20	
	Henry Vollmer	Distributing clerk	155.00	
	John F. Ancona	Stationery clerk	155.00	
	Asher Barnett	Assistant librarian	155.00	
	Wm. H. Smith	....do	155.00	
	J. B. McDonnell	Bookkeeper	137.80	
	Geo. S. Donnell	Clerk	137.80	
	W. H. Wiggins	....do	137.80	
	John W. Hall	....do	137.80	
	L. T. English	....do	137.80	
	John F. Trentlen	Clerk to index private claims	137.80	
	Sanders Garland	....do	137.80	
	W. B. Forrest	....do	137.80	
	Joel W. Hiatt	Document clerk	124.00	
	B. C. Kuehling	Locksmith	124.00	
	James C. Daly	Messenger, Library	113.10	
	Aaron Russell	....do	113.10	
	Wm. W. Kelser	Telegraph operator	77.50	
	Wm. T. Page	Assistant file clerk	77.50	
	John J. Coughlin	Labor clerk's document-room	77.50	
	Ryder Henry	....do	77.50	
	J. L. Davis	Page	62.00	
	Frank T. Quigley	Laborer	62.00	
	Maurice Ruddlesden	....do	62.00	
	Robert Richardson	Laborer	62.00	
	William Richardson	....do	62.00	
	George W. Hutton	....do	62.00	
	George W. Hutton	Hire horse and wagon	51.70	
	Jesse D. Robinson	Messenger, Chief Clerk's room	25.80	
	F. H. Tompkins	Assistant index clerk	186.00	
	Battle McCardle	Assistant Journal clerk, Mar. 1 to 3, and bal.	198.00	
	Samuel J. R. Long	Page, enrolling-room	60.00	
				7,352.43
6222	.....	John P. Leedom *et al.*, Mar., 1889:		
	John P. Leedom	Sergeant-at-Arms	387.50	
	Isaac R. Hill	Assistant sergeant-at-arms	172.20	
	C. E. Silcott	Cashier	258.30	
	H. L. Ballentine	Paying teller	172.20	
	J. D. Selzer	Book-keeper	155.00	
	David A. Roberts	Messenger	103.30	
	A. M. Sayre	Page	62.00	
	Charles H. Christian	Laborer	56.87	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6222		John P. Leedom *et al.*—Continued.		
		Clerks and messengers annual committees:		
	Henry Talbott	Clerk, Ways and Means	$258.30	
	Charles H. Mills	Assistant clerk, Ways and Means	137.80	
	D. W. Carroll	Messenger, Ways and Means	86.10	
	James C. Courts	Clerk, Appropriations	258.30	
	John D. Cremer	Assistant clerk, Appropriations	137.80	
	L. Ollie Meek	Messenger, Appropriations	86.10	
	Robert M. Wallace	Clerk, Agriculture	172.20	
	Geo. W. Rae	Clerk, Claims	172.20	
	Louis Chable	Clerk, Commerce	172.20	
	Edward McIver	Clerk, District of Columbia	172.20	
	W. E. Varnon	Clerk, Foreign Affairs	172.20	
	David W. Peel	Clerk, Indian Affairs	172.20	
	Rees F. Matson	Clerk, Invalid Pensions	172.20	
	H. C. Hynson	Clerk, Judiciary	172.20	
	Geo. R. Parsons	Clerk, Military Affairs	172.20	
	Joseph Baumer	Clerk, Naval Affairs	172.20	
	James F. Mendenhall	Clerk, Public Lands	172.20	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	172.20	
	John Dougherty	Clerk, Public Buildings and Grounds	172.20	
	James P. Hickman	Clerk, Rivers and Harbors	172.20	
	J. N. Williams	Clerk, War Claims	172.20	
	M. R. Owens	Assistant clerk, War Claims	103.30	
	Wm. H. Mobley	Clerk, Elections	172.20	
	Jno. D. O'Connor	Clerk, Eleventh Census, Mar. 1 to 3	16.67	
	J. B. Holloway	Clerk, prepare Digest, etc	172.20	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries, Mar 4 to 31.	155.53	
				$5,534.67
6223		Lycurgus Dalton *et al.*, Mar., 1889:		
	Lycurgus Dalton	Postmaster	215.30	
	James R. Fisher	Assistant postmaster	172.20	
	John H. Pratt	Messenger	103.30	
	William A. Horbach	do	103.30	
	James L. Browne	do	103.30	
	Reuben Bourne	do	103.30	
	Ralph Carlton	do	106.30	
	W. C. Crawley	do	103.30	
	Wm. W. Pace	do	103.30	
	Wm. M. Prescott	do	103.30	
	John R. Grace	do	103.30	
	Henry Yater	Messenger heavy mail wagon	103.30	
	Daniel B. Webster	Laborer	62.00	
	Franklin J. Rooney	Session messenger, Mar. 1 to 3 and balance	218.20	
	R. T. Merrifield	do	218.20	
	John Stack	do	218.20	
	H. J. Jackson	do	106.46	
	John T. Healy	do	106.46	
	Junius Wingfield	do	106.46	
	W. C. Davis, jr	do	106.46	
	Henry Culbertson	Hire horses and wagons	430.60	
	George C. Lafferty	Committee stenographer	344.40	
	W. J. Kehoe	do	344.40	
	L. L. Carlisle	Private secretary to Speaker	181.00	
	N. T. Crutchfield	Clerk to Speaker's table	181.00	
	O. O. Stealey	Clerk to the Speaker	137.80	
	Henry Neal	Messenger to the Speaker	86.10	
	W. H. Milburn	Chaplain, Mar. 1 to 3 and balance	300.00	
	Albert Ordway	Making index of Journal of Congress	215.30	
	Mary R. Potts	Assistant, index of Journal of Congress	103.30	
	Desha Breckinridge	do	103.30	
	E. D. Appleton	do	86.10	
	Samuel J. King	do	86.10	
	W. D. Cannon	do	86.10	
	W. F. Reber	do	86.10	
	Alfred P. Robbins	do	68.90	
	S. B. Gray	do	68.90	
				5,472.34
6224		George Gilliland *et al.*, Mar., 1889:		
	George Gilliland	Clerk to Banking and Currency, Mar. 1 to 3 and balance.	198.00	
	D. P. Bailey	Clerk, Coinage, Weights, and Measures, Mar. 1 to 3 and balance.	198.00	
	John W. Springer	Clerk, Territories, Mar. 1 to 3 and balance	198.00	
	R. W. Tucker	Clerk, Railways and Canals, balance	9.89	
	Robert M. Davidson	Clerk, Railways and Canals, Mar. 1 to 3 and balance.	182.18	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	T
6224	.....	George Gilliland *et al.*—Continued.		
	Henry T. Lyle.....	Clerk, Manufactures, Mar. 1 to 3 and balance	$198.00	
	Wm. T. Kerfoot	Clerk, Mines and Mining, Mar. 1 to 3 and balance.	198.00	
	P. M. Cullinan.....	Clerk, Pacific Railroads, Mar. 1 to 3 and balance.	198.00	
	J. H. Williamson	Clerk, Education, Mar. 1 to 3 and balance ...	198.00	
	Frank Moore	Clerk, Labor, Mar. 1 to 3 and balance	198.00	
	Mark Curley.....	Clerk, Militia, Mar. 1 to 3 and balance	198.00	
	A. C. Weaver.....	Clerk, Patents, Mar. 1 to 3 and balance	198.00	
	S. M. Guthridge	Assistant clerk, Invalid Pensions, Mar. 1 to 3 and balance.	198.00	
	Daniel McDonald.....	.....do.....	198.00	
	Jno. B. Trainer.....	Clerk, Pensions, Mar. 1 to 3 and balance....	198.00	
	W. E. Varnon	Clerk, Private Land Claims, and balance ...	21.76	
	Charles E. Kincaid.....	Clerk, Private Land Claims, Mar. 1 to 3 and balance.	176.24	
	J. Walter Blandford	Clerk, Revision of Laws, Mar. 1 to 3 and balance.	198.00	
	J. Wheeler	Clerk, Expenditures in Treasury Department, Mar. 1 to 3 and balance.	198.00	
	Guy Laffoon	Clerk, Expenditures in War Department, Mar. 1 to 3 and balance.	198.00	
	C. S. McLaughlin.....	Clerk, Expenditures in Post-Office Department, Mar. 1 to 3 and balance.	198.00	
	G. N. Kersten	Clerk, Expenditures in Interior Department, Mar. 1 to 3 and balance.	198.00	
	John E. Campbell.....	Clerk, Expenditures on Public Buildings, Mar. 1 to 3 and balance.	198.00	
	Charles H. Vanderford..	Clerk, Accounts, Mar. 1 to 3 and balance ...	198.00	
	John H. Bergen	Clerk, Library, Mar. 1 to 3 and balance	198.00	
	Wm. S. Jones.....	Clerk, Printing, Mar. 1 to 3 and balance	198.00	
	S. C. Wilson	Clerk, Enrolled Bills, Mar. 1 to 3 and balance.	198.00	
	Eugene Black.....	Clerk, Reform in Civil Service, Mar. 1 to 3 and balance.	198.00	
	William Shaffner	Clerk, Election of President and Vice-President, Mar. 1 to 3 and balance.	198.00	
	James D. Park	Clerk, Indian Depredation Claims, Mar. 1 to 3 and balance.	198.00	
	Edward Hughes.....	Clerk, Alcoholic Liquor Traffic, Mar. 1 to 3 and balance.	188.00	
	T. C. Catchings, jr.....	Clerk, Levees and Improvement of Mississippi River, Mar. 1 to 3 and balance.	198.00	
	M. L. York	Clerk, Expenditures in Navy Department, Mar. 1 to 3 and balance.	198.00	
	W. W. Barber.....	Clerk, Expenditures in Department of Justice, and balance.	59.34	
	W. W. Scott, jr.....	Clerk, Expenditures in Department of Justice, Mar. 1 to 3 and balance.	138.66	
	Wm. W. McDowell.....	Clerk, Ventilation and Acoustics, Mar. 1 to 3 and balance.	198.00	
	Jos. M. Kendall	Assistant clerk, Claims, Mar. 1 to 3 and balance.	198.00	
				$6,
6225	.....	A. B. Hurt *et al.*, Mar., 1889:		
	A. B. Hurt	Doorkeeper.....	310.40	
	W. H. Nichols	Assistant doorkeeper	172.20	
	H. C. Wall	Clerk, doorkeeper.....	103.30	
	Thos. G. Ingram	Janitor	103.30	
	Jno. A. Hannay	Superintendent document room.....	172.20	
	H. G. Williams	Assistant superintendent document-room...	172,20	
	George P. Money	File clerk, Mar. 1 to 15.....	58.33	
	G. W. Feelemyer.....	File clerk, Mar. 16 to 31	62.27	
	Felix McCloskey.....	Assistant file clerk	113.10	
	Chas. W. Coombs.....	Department messenger	172.20	
	Chas. W. Coombs.....	Horse and buggy.....	21.50	
	Chas. H. Mann	Messenger, Representatives' gallery.....	103.30	
	F. S. Bishop	Messenger	103.30	
	J. H. Chinn.....	.....do	103.30	
	A. J. Fallon	.....do	103.30	
	G. W. Feelemyer.....	Messenger, Mar. 1 to 15.....	50.00	
	Geo. A. Bacon.....	Messenger, Mar. 16 to 31.....	53.30	
	John McGuire	Messenger.....	103.30	
	W. J. Hirschfield.....	.....do	103.30	
	H. B. Lingenfelter	.....do	103.30	
	Michael Sullivan	.....do	103.30	
	W. B. Albright.....	.....do	86.10	
	Joseph L. Boyd	.....do	86.10	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6225		A. B. Hurt *et al.*—Continued.		
	R. G. Blake	Messenger	$86.10	
	J. H. Cover	do	86.10	
	J. S. Dunham	do	86.10	
	G. C. Lightfoot	do	86.10	
	J. M. McKay	Messenger, Mar. 1 to 15	41.67	
	W. F. Early	Messenger, Mar. 16 to 31	44.43	
	Sumter Phillips	Messenger	86.10	
	M. M. Robinson	do	86.10	
	John T. Chancey	Special employé	129.20	
	J. B. Askins	Laborer	62.00	
	R. D. Beckley	do	62.00	
	Charles Carter	do	62.00	
	S. E. Dinnin	do	62.00	
	James Hall	do	62.00	
	H. C. Littlefield	do	62.00	
	S. C. Matlock	do	62.00	
	F. M. Godfrey	do	62.00	
	John Cooney	do	51.70	
	M. E. Triplett	Attendant ladies' retiring-room	51.70	
	Wilson Grice	Cloak-room laborer	51.70	
	A. B. Thomas	do	51.70	
	A. H. Pickens	Chief page	77.50	
	E. L. Phillips	do	77.50	
	Thomas A. Coakley	Messenger, Mar. 4 to 31	90.32	
				$4,233.62
6226		John G. Healy *et al.* Mar., 1889:		
	John G. Healy	Superintendent folding-room	172.20	
	Chas. M. Davis	Chief clerk folding-room, Mar. 1 to 15	75.00	
	Geo. P. Money	Chief clerk folding-room, Mar. 16 to 31	80.00	
	Geo. A. Bacon	Foreman folding-room, Mar. 1 to 15	62.50	
	J. M. McKay	Foreman folding-room, Mar. 16 to 31	66.70	
	F. W. McGurk	Clerk, folding-room	103.30	
	Richard L. Newnham	do	103.30	
	James Byrne	Messenger, folding-room	103.30	
	F. C. Robertson	Folder, seal-room	103.30	
	E. A. Schwarz	Folder	77.50	
	W. C. Rowland	do	77.50	
	Jno. B. Seney	do	77.50	
	Geo. T. Howard	do	77.50	
	James A. Newsom	do	77.50	
	J. W. Davison	do	77.50	
	J. C. Silcott	do	77.50	
	A. E. Fitzgerald	do	77.50	
	J. S. Cuttino	do	77.50	
	D. McMatheson	do	77.50	
	E. D. Eaton	do	72.30	
	A. L. Fant	do	72.30	
	A. E. Foster	do	72.30	
	J. V. Cunningham	do	72.30	
	J. L. Case	do	72.30	
	Jno. A Barnes	do	62.00	
	John Heffron	do	62.00	
	Robert Dougherty	do	62.00	
	John F. Gleason	do	62.00	
	John S. Stone	do	62.00	
	H. B. Keffer	do	62.00	
	S. E. Browne	do	62.00	
	H. T. Kincaid	do	62.00	
	E. L. Lease	Folder, March 1 to 21	42.00	
	W. H. Miller	Folder, March 22 to 31	20.00	
	Thomas Powell	Folder	62.00	
	J. P. Britt	do	62.00	
	L. A. Ducros	do	62.00	
	James Cooney	do	62.00	
	W. B. Wilson	do	62.00	
	W. H. Millett	do	62.00	
	Willie Howell	Page	43.10	
	Thos. P. Bell	Laborer	34.40	
	Robert Hazlett	Driver	51.70	
	A. H. Pruitt	Watchman	77.50	
				3,142.80
6227		Sam'l H. Decker *et al.*, March, 1889:		
	Samuel H. Decker	Soldiers' roll	103.30	
	Wm. T. Fitch	do	103.30	
	Wm. Irving	do	103.30	
	Hugh Lewis	do	103.30	
	Jas. I. McConnell	do	103.30	
	Fernando Page	do	103.30	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6227	.....	Sam'l H. Decker *et al.*—Continued.		
	John Ryan	Soldiers' roll	$103.30	
	John Rome	do	103.30	
	John A. Stewart	do	103.30	
	John A. Travis	do	103.30	
	Joseph F. Wilson	do	103.30	
	Josiah W. White	do	103.80	
	Edson S. Williams	do	103.30	
	Jonathan R. Whitacre	do	103.30	
	Arthur Lucas	Cloak-room laborer, March 1 to 3 and balance.	53.22	
	Jno. W. Williams	do	53.22	
	J. A. Savoy	do	53.22	
	L. S. Carey	do	53.22	
	W. H. Jones	do	53.22	
	Robert Coates	do	53.22	
	Jas. Butler	Session laborer, balance	6.38	
	Geo. R. H. Marshall, jr	Session laborer, March 1 to 3 and balance	57.49	
	Robt. L. Bigger	do	63.87	
	Albert Williamson	do	63.87	
	C. F. Holbrook	do	63.87	
	S. W. Diggs	do	63.87	
	G. W. Fisher	do	63.87	
	E. Hawkins	do	63.87	
	Alexander Tyler	do	63.87	
	Kendall Lee	do	63.87	
	J. H. Hatcher	do	63.87	
	Jno. T. Downs	Session messenger, March 1 to 3 and balance.	74.52	
	M. B. Abercrombie	do	74.52	
	M. Avant	Session folder, March 1 to 3 and balance	74.52	
	Jas. B. Contee	Session folder, balance	7.44	
	Jno. E. Cannon	Session folder, March 1 to 3 and balance	67.08	
	E. C. Huckabee	Session folder, balance	30.52	
	L. A. Whiteley	Session folder, March 1 to 3 and balance	41.02	
				$2,773.84
6228	.....	T. K. Hackman *et al.*, March, 1889:		
	T. K. Hackman	Riding page, March 1 to 3 and balance	82.50	
	Howard Wiltberger	do	82.50	
	Lee Swords	Telephone page, March 1 to 3 and balance	82.50	
	Frank D. Beall	Telegraph page, March 1 to 3 and balance	82.50	
	C. M. Armstrong	Page, March 1 to 3 and balance	82.50	
	W. H. Bolls	do	82.50	
	Arthur A. Bowles	do	82.50	
	Chas. H. Bushnell	do	82.50	
	W. B. Carroll	do	82.50	
	Chas. B. Coffin	do	82.50	
	Bertie Conklin	Page, balance	46.98	
	Frank S. Nichols	Page, March 1 to 3 and balance	82.50	
	Geo. B. Cooper	do	82.50	
	C. Cumberland	do	82.50	
	Edward Duffy	do	82.50	
	J. F. English	do	82.50	
	F. B. Gorman	do	82.50	
	Plowden Hickey	do	82.50	
	W. D. Hunter	Page, balance	12.36	
	Henry R. Wilkening	Page, March 1 to 3 and balance	70.14	
	A. H. Johnston	Page, Mar. 1 to 3, and balance	82.50	
	Thomas A. Keech	do	82.50	
	Willie Kelly	do	82.50	
	A. V. McKee	Page, balance	49.45	
	O. W. McKee	Page, Mar. 1 to 3 and balance	33.05	
	Louis Murphy	do	82.50	
	Robert Owens	do	82.50	
	W. G. Parater	do	82.50	
	Sam'l C. Pelham	do	82.50	
	Albert Pike, jr	do	82.50	
	Richard Rhea	do	82.50	
	E. G. Roberts	do	82.50	
	Robert S. Simmons	do	82.50	
	J. W. Stuart	do	82.50	
	Carlton Willett	do	82.50	
	Early D. Yoder	do	82.50	
				2,722.50
6229	.....	William Lannan *et al.*, Mar., 1889:		
	William Lannan	Chief engineer	146.40	
	Henry W. Taylor	Assistant engineer	103.30	
	Bryan H. Morse	do	103.30	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6229		William Lannan *et al.*—Continued.		
	George Winters	Conductor of elevator	$94.70	
	Leonard B. Cook	....do	94.70	
	R. W. Goudelock	....do	94.70	
	John Graham	....do	94.70	
	Thos. W. McKeig	Fireman	77.50	
	Eppa Norris	....do	77.50	
	Chas. T. Jett	....do	77.50	
	Edward B. Burke	....do	77.50	
	James W. Shely	....do	77.50	
	A. B. Talcott	Electrician	103.30	
	Jos. A. Woodworth	Laborer	68.80	
	George Liverpool	....do	70.62	
	E. H. Hughes	Cleaning and watching Statuary Hall	56.87	
				$1,418.99
6240	Henry Culbertson	April 2. To feed of two horses for Doorkeeper's department, House of Representatives, during the month of February, 1889.		18.00
6245	Henry Culbertson	April 10. To feed of two horses for Doorkeeper's department, House of Representatives, during the month of March, 1889.		18.00
6249		John B. Clark *et al.*, April, 1889:		
	John B. Clark	Clerk House of Representatives	412.10	
	T. O. Towles	Chief clerk	296.70	
	Jno. C. Robinson	Journal clerk	296.70	
	Neill S. Brown	Reading clerk	296.70	
	Thomas S. Pettit	....do	296.70	
	Samuel D. Craig	Tally clerk	247.25	
	John H. Rogers	Printing and bill clerk	206.60	
	S. B. Cunningham	Disbursing clerk	206.00	
	Ferris Finch	File clerk	185.40	
	Theo. F. King	Enrolling clerk	185.40	
	Henry Gumble	Assistant disbursing clerk	164.80	
	John K. Metzger	Assistant enrolling clerk	101.80	
	Robert H. Cowan	Resolution and petition clerk	164.80	
	R. C. Montgomery	Newspaper clerk	164.80	
	Jno. W. Otley	Index clerk	164.80	
	J. H. Scales	Superintendent document-room	164.80	
	William Butler	Librarian	164.80	
	Henry Vollmer	Distributing clerk	148.30	
	John F. Ancona	Stationery clerk	148.30	
	Asher Barnett	Assistant librarian	148.30	
	Wm. H. Smith	....do	148.30	
	J. B. McDonnell	Book-keeper	131.90	
	Geo. S. Donnell	Clerk	131.90	
	W. H. Wiggins	....do	131.90	
	John W. Hall	....do	131.90	
	L. T. English	....do	131.90	
	John F. Treutlen	Clerk to index private claims	131.90	
	Sanders Garland	....do	131.90	
	W. B. Forrest	....do	131.90	
	Joel W. Hiatt	Document clerk	118.70	
	B. C. Kuehling	Locksmith	118.70	
	James C. Daly	Messenger, library	108.30	
	Aaron Russell	....do	108.30	
	Wm. W. Kelser	Telegraph operator	74.20	
	Wm. T. Page	Assistant file clerk	74.20	
	John J. Coughlin	Laborer Clerk's document-room	74.20	
	Ryder Henry	....do	74.20	
	J. L. Davis	Page	59.30	
	Frank T. Quigley	Laborer	59.30	
	Maurice Ruddlesden	....do	59.30	
	William Richardson	....do	59.30	
	Robert Richardson	....do	59.30	
	George W. Hutton	....do	59.30	
	George W. Hutton	Hire horse and wagon	49.50	
	Jesse D. Robinson	Messenger chief clerk's room	24.70	
	F. H. Tompkins	Assistant index clerk	180.00	
	Sam'l J. R. Long	Page, enrolling room	60.00	
				6,851.75
6250		John P. Lecdom *et al.*, April, 1889:		
	John P. Lecdom	Sergeant-at-Arms	$370.90	
	Isaac R. Hill	Assistant Sergeant-at-Arms	164.80	
	C. E. Silcott	Cashier	247.25	
	H. L. Ballentine	Paying teller	164.80	
	J. D. Selzer	Book-keeper	148.30	
	David H. Roberts	Messenger	98.90	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6250	.....	John P. Leedom *et al.*—Continued.		
	A. M. Sayre	Page	$59.30	
	Charles H. Christian	Laborer	54.45	
		Clerks and messengers to annual committees:		
	Henry Talbott	Clerk, Ways and Means	247.25	
	Charles H. Mills	Assistant clerk, Ways and Means	131.90	
	D. W. Carroll	Messenger, Ways and Means	82.40	
	James C. Courts	Clerk, Appropriations	247.25	
	John D. Cremer	Assistant clerk, Appropriations	131.90	
	L. Ollie Meeks	Messenger, Appropriations	82.40	
	Robert M. Wallace	Clerk, Agriculture	164.80	
	Geo. W. Rae	Clerk, Claims	164.80	
	Louis Chable	Clerk, Commerce	164.80	
	Edward McIver	Clerk, District of Columbia	164.80	
	W. E. Varnon	Clerk, Foreign Affairs	164.80	
	David W. Peel	Clerk, Indian Affairs	164.80	
	Rees F. Matson	Clerk, Invalid Pensions	164.80	
	H. C. Hynson	Clerk, Judiciary	164.80	
	Geo. B. Parsons	Clerk, Military Affairs	164.80	
	Joseph Baumer	Clerk, Naval Affairs	164.80	
	James E. Mendenhall	Clerk, Public Lands	164.80	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	164.80	
	John Dougherty	Clerk, Public Buildings and Grounds	164.80	
	James P. Hickman	Clerk, Rivers and Harbors	164.80	
	J. N. Williams	Clerk, War Claims	164.80	
	M. R. Owens	Assistant clerk, War Claims	58.90	
	Wm. H. Mobley	Clerk, Elections	164.80	
	J. B. Holloway	Clerk, preparing digest, etc.	164.80	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries	164.80	
				$5,297.10
6251	.....	Lycurgus Dalton *et al.*, April, 1889:		
	Lycurgus Dalton	Postmaster	206.00	
	James R. Fisher	Assistant postmaster	164.80	
	John H. Pratt	Messenger	98.90	
	William H. Horbach	....do	98.90	
	James L. Brown	....do	98.90	
	Reuben Bourne	....do	98.90	
	Ralph Carlton	....do	98.90	
	W. C. Crawley	....do	98.90	
	William W. Pace	....do	98.90	
	Wm. M. Prescott	....do	98.90	
	John R. Grace	....do	98.90	
	Henry Yater	Messenger, heavy mail wagon	98.90	
	Daniel B. Webster	Laborer	59.30	
	Henry Culbertson	Hire horses and wagons	412.10	
	George C. Lafferty	Committee stenographer	329.70	
	W. J. Kehoe	....do	329.70	
	L. L. Carlisle	Private secretary to Speaker	173.30	
	N. T. Crutchfield	Clerk to Speaker's table	173.30	
	O. O. Stealey	Clerk to the Speaker	131.90	
	Henry Neal	Messenger to the Speaker	82.40	
	Albert Ordway	Making index of Journal of Congress	206.00	
	Mary R. Potts	Assisting making index of Journal of Congress.	98.90	
	Desha Breckinridge	....do	98.90	
	E. D. Appleton	.... do	82.40	
	Sam'l J. King	....do	82.40	
	W. D. Cannon	....do	82.40	
	W. F. Reber	....do	82.40	
	Alfred P. Robbins	....do	65.90	
	S. B. Gray	....do	65.90	
6252	.....	A. B. Hurt *et al.*, April, 1889:		
	A. B. Hurt	Doorkeeper	288.50	
	W. H. Nichols	Assistant doorkeeper	164.80	
	H. C. Wall	Clerk to Doorkeeper	98.90	
	Thos. G. Ingram	Janitor	98.90	
	Jno. A. Hannay	Superintendent document-room	164.80	
	H. G. Williams	Assistant superintendent document-room	164.80	
	G. W. Feelemyer	File clerk	115.40	
	Felix McCloskey	Assistant file clerk	108.30	
	Chas. W. Coombs	Department messenger	164.80	
	Chas. W. Coombs	Department messenger, horse and buggy	20.60	
	Chas. H. Mann	Messenger reporters' gallery	98.90	
	F. S. Bishop	Messenger	98.90	
	J. H. Chinn	....do	98.90	
	A. J. Fallon	....do	98.90	
	Geo. A. Bacon	....do	98.90	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6252		A. B. Hurt *et al.*—Continued.		
	John McGuire	Messenger	$98.90	
	W. J. Hirschfield	do	98.90	
	H. B. Lingenfelter	do	98.90	
	Michael Sullivan	do	98.90	
	W. B. Albright	do	82.40	
	Joseph L. Boyd	do	82.40	
	A. G. Blake	do	82.40	
	J. H. Cover	do	82.40	
	J. S. Dunham	do	82.40	
	G. C. Lightfoot	do	82.40	
	W. F. Early	do	82.40	
	Sumter Phillips	do	82.40	
	M. M. Robinson	do	82.40	
	John T. Chancey	Special employé	123.60	
	J. D. Askins	Laborer	59.30	
	R. S. Beckley	do	59.30	
	Charles Carter	do	59.30	
	S. E. Dinnin	do	59.30	
	James Hall	do	59.30	
	H. C. Littlefield	do	59.30	
	S. C. Matlock	do	59.30	
	F. M. Godfrey	do	59.30	
	Jno. Cooney	do	49.50	
	M. E. Triplett	Attendant ladies' retiring-room	49.50	
	Jno. W. Williams	Cloak-room laborer	49.50	
	A. B. Thomas	do	49.50	
	E. L. Phillips	Chief page	74.20	
	A. H. Pickens	do	74.20	
	Thos. A. Coakley	Messenger	100.00	
				$4,065.90
6253		John G. Healy *et al.*, April, 1889:		
	John G. Healy	Superintendent folding-room	164.80	
	Geo. P. Money	Chief clerk folding room	148.80	
	J. M. McKay	Foreman folding-room	123.60	
	F. W. McGurk	Clerk folding-room	98.90	
	Richard L. Newnham	do	98.90	
	James Byrne	Messenger folding-room	98.90	
	F. C. Robertson	Folder seal-room	98.90	
	E. A. Schwarz	Folder	74.20	
	W. C. Rowland	do	74.20	
	Jno. B. Seney	do	74.20	
	George F. Howard	do	74.20	
	James A. Newsom	do	74.20	
	Jno. W. Davison	do	74.20	
	J. C. Silcott	do	74.20	
	A. E. Fitzgerald	do	74.20	
	J. S. Cuttino	do	74.20	
	D. McMatheson	do	74.20	
	E. D. Eaton	do	69.20	
	A. L. Fant	do	69.20	
	A. E. Foster	do	69.20	
	J. V. Cunningham	do	69.20	
	J. L. Case	do	69.20	
	Jno. A. Barnes	do	59.30	
	Jno. Heffron	do	59.30	
	Robt. Dougherty	do	59.30	
	John F. Gleason	do	59.30	
	M. Avant	do	59.30	
	H. B. Keffer	do	59.30	
	S. E. Browne	do	59.30	
	H. T. Kincaid	do	59.30	
	Wm W. Bolls	do	59.30	
	Thomas Powell	do	59.30	
	J. P. Britt	do	59.30	
	L. A. Ducros	do	59.30	
	James Cooney	do	59.30	
	W. B. Wilson	do	59.30	
	W. H. Millett	do	59.30	
	Willie Howell	Page	41.20	
	Thos. P. Bell	Laborer	33.00	
	Robert Hazlett	Driver	49.50	
	A. H. Pruitt	Watchman	74.20	
				3,007.70
6254		Samuel H. Decker *et al.*, April, 1889:		
	Samuel H. Decker	Soldiers' roll	98.90	
	Wm. T. Fitch	do	98.90	
	Wm. Irving	do	98.90	
	Hugh Lewis	do	98.90	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Tota
6254	.....	Samuel H. Decker *et al.*—Continued.		
	Jas. I. McConnell	Soldiers' roll	$98.90	
	Fernando Page	do	98.90	
	John Ryan	do	98.90	
	John Rome	do	98.90	
	John A. Stewart	do	98.90	
	John A. Travis	do	98.90	
	Joseph F. Wilson	do	98.90	
	Josiah W. White	do	98.90	
	Edson S. Williams	do	98.90	
	Jonathan R. Whitacre	do	98.90	
				$1,3
6255	.....	William Lannan *et al.*, April, 1889:		
	William Lannan	Chief engineer	140.10	
	Henry W. Taylor	Assistant engineer	98.90	
	Bryan H. Morse	do	98.90	
	George Winters	Conductor of elevator	90.70	
	Leonard B. Cook	do	90.70	
	R. W. Goudelock	do	90.70	
	John Graham	do	90.70	
	Thomas McKeig	Fireman	74.20	
	Eppa Norris	do	74.20	
	Chas. T. Jett	do	74.20	
	Edward B. Burke	do	74.20	
	James W. Shely	do	74.20	
	A. B. Talcott	Electrician	98.90	
	Joseph A. Woodworth	Laborer	65.90	
	George Liverpool	do	67.55	
	E. H. Hughes	Cleaning and watching Statuary Hall	54.45	
				1,3
		1889.		
6264	J. H. Mitchell	Mar. 20. To 8 new horseshoes (folding-room team).	3.00	
		Apr. 10. To 8 new horseshoes (folding-room team).	3.00	
		15. To 1 ring on wagon (folding-room)	.50	
		To 1 link on wagon (folding-room)	.15	
6265	Henry Culbertson	To feed of two horses for Doorkeeper, House of Representatives, during the month of April, 1889.	.....	1
6266	Jno. C. Robinson	May 29. For preparing a Digest of the Rules of the House of Representatives of the United States, as per legislative act, approved July 10, 1888.	.....	1,0
6268	.....	31. Jno. B. Clark *et al.*, May, 1889:		
	Jno. B. Clark	Clerk House of Representatives	425.80	
	T. O. Towles	Chief Clerk	306.60	
	Jno. C. Robinson	Journal clerk	306.60	
	Neill S. Brown	Reading clerk	306.60	
	Thomas S. Petitt	do	306.60	
	Samuel D. Craig	Tally clerk	255.50	
	John H. Rogers	Printing and bill clerk	213.00	
	S. B. Cunningham	Disbursing clerk	213.00	
	Ferris Finch	File clerk	191.70	
	Theo. F. King	Enrolling clerk	191.70	
	Henry Gumble	Assistant disbursing clerk	170.40	
	John K. Metzger	Assistant enrolling clerk	170.40	
	Robert H. Cowan	Resolution and petition clerk	170.40	
	R. C. Montgomery	Newspaper clerk	170.40	
	Jno. W. Otley	Index clerk	170.40	
	J. H. Scales	Superintendent document-room	170.40	
	William Butler	Librarian	170.40	
	Henry Vollmer	Distributing clerk	153.40	
	John F. Ancona	Stationery clerk	153.40	
	Asher Barnett	Assistant librarian	153.40	
	Wm. H. Smith	do	153.40	
	J. B. McDonnell	Book-keeper	136.20	
	Geo. S. Donnell	Clerk	136.20	
	W. H. Wiggins	do	136.20	
	John W. Hall	do	136.20	
	L. T. English	do	136.20	
	John F. Trentlen	Clerk to index private claims	136.20	
	Sanders Garland	do	136.20	
	W. B. Forrest	do	136.20	
	Joel W. Hiatt	Document clerk	122.60	
	B. C. Kuehling	Locksmith	122.60	
	James C. Daly	Messenger, library	111.90	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6268	.....	John B. Clark *et al.*—Continued.		
	Aaron Russell	Messenger, library	$111.90	
	Wm. W. Kelson	Telegraph operator	76.60	
	Wm. T. Page	Assistant file clerk	76.60	
	John J. Coughlin	Laborer Clerk's document-room	76.60	
	Ryder Henry	....do	76.60	
	J. L. Davis	Page	61.40	
	Frank T. Quigley	Laborer	61.40	
	Maurice Ruddleseden	....do	61.40	
	Robert Richardson	....do	61.40	
	William Richardson	....do	61.40	
	Geo. W. Hutton	....do	61.40	
	Geo. W. Hutton	Hire, horse and wagon	51.00	
	Jesse D. Robinson	Messenger, chief clerk's room	25.60	
	F. H. Tompkins	Assistant index clerk	186.00	
	Sam'l J. R. Long	Page, enrolling-room	60.00	
				$7,089.50
6269	.....	John P. Leedom *et al.*, May, 1889:		
	John P. Leedom	Sergeant-at-Arms	383.20	
	Isaac R. Hill	Assistant Sergeant-at-Arms	170.40	
	C. E. Silcott	Cashier	255.50	
	H. L. Ballentine	Paying teller	170.40	
	J. D. Selzer	Book-keeper	153.40	
	David A. Roberts	Messenger	102.20	
	A. M. Sayre	Page	61.40	
	Charles H. Christian	Laborer	56.10	
		Clerks and messengers' annual committees:		
	Henry Talbott	Clerk, Ways and Means	255.50	
	Charles H. Mills	Assistant clerk, Ways and Means	136.20	
	D. W. Carroll	Messenger, Ways and Means	85.20	
	James C. Courts	Clerk, Appropriations	255.50	
	John D. Cremer	Assistant clerk, Appropriations	136.20	
	L. Ollie Meek	Messenger, Appropriations	85.20	
	Robert M. Wallace	Clerk, Agriculture	170.40	
	Geo. W. Rae	Clerk, Claims	170.40	
	Louis Chable	Clerk, Commerce	170.40	
	Edward McIver	Clerk, District of Columbia	170.40	
	W. E. Varnon	Clerk, Foreign Affairs	170.40	
	David W. Peel	Clerk, Indian Affairs	170.40	
	Rees F. Matson	Clerk, Invalid Pensions	170.40	
	H. C. Hynson	Clerk, Judiciary	170.40	
	Geo. P. Parsons	Clerk, Military Affairs	170.40	
	Joseph Baumer	Clerk, Naval Affairs	170.40	
	James E. Mendenhall	Clerk, Public Lands	170.40	
	T. B. Cabiness	Clerk, Post-Office and Post-Roads	170.40	
	John Dougherty	Clerk, Public Buildings and Grounds	170.40	
	James P. Hickman	Clerk, Rivers and Harbors	170.40	
	J. N. Williams	Clerk, War Claims	170.40	
	M. R. Owens	Assistant clerk, War Claims	102.20	
	Wm. H. Mobley	Clerk, Elections	170.40	
	J. B. Holloway	Clerk, prepare digest, etc	170.40	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries	170.40	
				5,475.80
6270	.....	Lycurgus Dalton *et al.*, May, 1889:		
	Lycurgus Dalton	Postmaster	213.00	
	James R. Fisher	Assistant postmaster	170.40	
	John H. Pratt	Messenger	102.20	
	William A. Horbach	....do	102.20	
	James L. Brown	....do	102.20	
	Reuben Bourne	....do	102.20	
	Ralph Carlton	....do	102.20	
	W. C. Crawley	....do	102.20	
	William W. Pace	....do	102.20	
	Wm. M. Prescott	....do	102.20	
	John R. Grace	....do	102.20	
	Henry Yater	Messenger, heavy mail wagon	102.20	
	Daniel B. Webster	Laborer	61.40	
	Henry Culbertson	Hire, horses and wagons	425.80	
	George C. Lafferty	Committee stenographer	340.60	
	W. J. Kehoe	....do	340.60	
	L. L. Carlisle	Private secretary to Speaker	179.00	
	N. T. Crutchfield	Clerk to Speaker's table	179.00	
	O. O. Stealey	Clerk to the Speaker	136.20	
	Henry Neal	Messenger to the Speaker	85.20	
	Albert Ordway	Making index of Journal of Congress	213.00	
	Mary R. Potts	Assistant making index of Journal of Congress.	102.20	
	Desha Breckinridge	....do	102.20	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total
6270		Lycurgus Dalton *et al.*—Continued.		
	E. D. Appleton	Assistant making index of Journal of Congress.	$85.20	
	Samuel J. King	do	85.20	
	W. D. Cannon	do	85.20	
	W. F. Reber	do	85.20	
	Alfred P. Robbins	do	68.20	
	S. B. Gray	do	68.20	
				$4,04
6271		A. B. Hurt *et al.*, May, 1889:		
	A. B. Hurt	Doorkeeper	298.00	
	W. H. Nichols	Assistant Doorkeeper	170.40	
	H. C. Wall	Clerk, Doorkeeper	102.20	
	Thos. G. Ingram	Janitor	102.20	
	Jno. A. Hannay	Superintendent document-room	170.40	
	H. G. Williams	Assistant superintendent document-room	170.40	
	G. W. Feelemyer	File clerk	119.20	
	Felix McCloskey	Assistant file clerk	111.90	
	Chas. W. Coombs	Department messenger	170.40	
	Chas. W. Coombs	Horse and buggy	21.30	
	Chas. H. Mann	Messenger reporters' gallery	102.20	
	F. S. Bishop	Messenger	102.20	
	J. H. Chinn	do	102.20	
	A. J. Fallon	do	102.20	
	Geo. A. Bacon	do	102.20	
	John McGuire	do	102.20	
	W. J. Hirschfield	do	102.20	
	H. B. Lingenfelter	do	102.20	
	Michael Sullivan	do	102.20	
	N. B. Albright	do	85.20	
	Joseph L. Boyd	do	85.20	
	R. G. Blake	do	85.20	
	J. H. Cover	do	85.20	
	J. S. Dunham	do	85.20	
	G. C. Lightfoot	do	85.20	
	W. F. Early	do	85.20	
	Sumter Phillips	do	85.20	
	M. M. Robinson	do	85.20	
	John T. Chancey	Special employé	127.80	
	J. B. Askins	Laborer	61.40	
	R. D. Beckley	do	61.40	
	Charles Carter	do	61.40	
	S. E. Dinnin	do	61.40	
	James Hall	do	61.40	
	G. W. Fisher	do	61.40	
	S. C. Matlock	do	61.40	
	F. M. Godfrey	do	61.40	
	Jno. Cooney	do	51.00	
	M. E. Triplett	Attendant ladies' retiring-room	51.00	
	Jno. W. Williams	Cloak-room laborer	51.00	
	A. B. Thomas	do	51.00	
	E. L. Phillips	Chief page	76.60	
	A. H. Pickens	do	76.60	
	Thomas A. Coakley	Messenger	100.00	
				4,19
6272		John G. Healy *et al.*, May, 1889:		
	John G. Healy	Superintendent folding-room	170.40	
	Geo. P. Money	Chief clerk folding-room	153.40	
	F. W. McGurk	Clerk folding-room	102.20	
	Richard L. Newnham	do	120.20	
	James Byrne	Messenger	102.20	
	F. C. Robertson	Folder seal-room	102.20	
	J. M. McKay	Foreman folding-room	127.80	
	E. A. Schwartz	Folder	76.60	
	W. C. Rowland	do	76.60	
	Jno. B. Seney	do	76.60	
	George F. Howard	do	76.60	
	James A. Newsom	do	76.60	
	Jno. W. Davison	do	76.60	
	J. C. Silcott	do	76.60	
	A. E. Fitzgerald	do	76.60	
	J. S. Cuttino	do	76.60	
	D. McMatheson	do	76.60	
	E. D. Eaton	do	71.60	
	A. L. Fant	do	71.60	
	A. E. Foster	do	71.60	
	J. V. Cunningham	do	71.60	
	J. L. Case	do	71.60	
	Jno. A. Barnes	do	61.40	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6272		John G. Healy *et al.*—Continued.		
	Jno. Heffron	Folder	$61.40	
	Robert Dougherty	do	61.40	
	John F. Gleason	do	61.40	
	M. Avant	do	61.40	
	H. B. Keffer	do	61.40	
	S. E. Browne	do	61.40	
	H. T. Kincaid	do	61.40	
	Wm. W. Bolls	do	61.40	
	Thomas Powell	do	61.40	
	J. P. Britt	do	61.40	
	L. A. Ducros	do	61.40	
	James Cooney	do	61.40	
	W. B. Wilson	do	61.40	
	W. H. Millett	do	61.40	
	Willie Howell	Page	42.60	
	Thos. P. Bell	Laborer	34.00	
	Robt. Hazlett	Driver	51.00	
	A. H. Pruitt	Watchman	76.60	
				$3,109.60
6273		Samuel H. Decker *et al.*, May, 1889:		
	Samuel H. Decker	Soldiers' roll	102.20	
	Wm. T. Fitch	do	102.20	
	Wm. Irving	do	102.20	
	Hugh Lewis	do	102.20	
	Jas. I. McConnell	do	102.20	
	Fernando Page	do	102.20	
	John Ryan	do	102.20	
	John Rome	do	102.20	
	John A. Stewart	do	102.20	
	John A. Travis	do	102.20	
	Joseph F. Wilson	do	102.20	
	Joseph W. White	do	102.20	
	Edson S. Williams	do	102.20	
	Jonathan R. Whitacre	do	102.20	
				1,430.80
6274		Wm. Lannan *et al.*, May, 1889:		
	William Lannan	Chief engineer	144.80	
	Henry W. Taylor	Assistant engineer	102.20	
	Bryan H. Morse	do	102.20	
	George Winters	Conductor of elevator	93.60	
	Leonard B. Cook	do	93.60	
	R. W. Goudelock	do	93.60	
	John Graham	do	93.60	
	Thos. W. McKeig	Fireman	76.60	
	Eppa Norris	do	76.60	
	Chas. T. Jett	do	76.60	
	Edward B. Burke	do	76.60	
	James W. Shely	do	76.60	
	A. B. Talcott	Electrician	102.20	
	Joseph A. Woodworth	Laborer	68.20	
	George Liverpool	do	69.90	
	E. H. Hughes	Cleaner and watchman, Statuary Hall	56.10	
				1,403.00
6285		Jno. B. Clark *et al.*, June, 1889:		
	Jno. B. Clark	Clerk, House of Representatives	412.10	
	T. O. Towles	Chief clerk	296.70	
	Jno. C. Robinson	Journal clerk	296.70	
	Neill S. Brown	Reading clerk, June 1 to 2	19.78	
	Thomas S. Pettit	Reading clerk	296.70	
	Samuel D. Craig	Tally clerk	247.25	
	John H. Rogers	Printing and bill clerk	208.00	
	S. B. Cunningham	Disbursing clerk	208.00	
	Ferris Finch	File clerk	185.40	
	Theo. F. King	Enrolling clerk	185.40	
	Henry Gumble	Assistant disbursing clerk	164.80	
	John K. Metzger	Assistant enrolling clerk	164.80	
	Robert H. Cowan	Resolution and petition clerk	164.80	
	R. C. Montgomery	Newspaper clerk	164.80	
	Jno. W. Otley	Index clerk	164.80	
	J. H. Scales	Superintendent document-room	164.80	
	William Butler	Librarian	164.80	
	Henry Vollmer	Distributing clerk	148.30	
	John F. Ancona	Stationery clerk	148.30	
	Asher Barnett	Assistant librarian	148.30	
	Wm. H. Smith	do	148.30	
	J. B. McDonnell	Book-keeper	131.90	
	Geo. S. Donnell	do	131.90	
	W. H. Wiggins	do	131.90	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6285		Jno. B. Clark *et al.*—Continued.		
	John W. Hall	Book-keeper	$131.90	
	L. T. English	do	131.90	
	John F. Treutlen	Clerk to index private claims	131.90	
	Sanders Garland	do	131.90	
	W. B. Forrest	do	131.90	
	Joel W. Hiatt	Document clerk	118.70	
	B. C. Kuehling	Locksmith	118.70	
	James C. Daly	Messenger, Library	108.30	
	Aaron Russell	do	108.30	
	Wm. W. Kelser	Telegraph operator	74.20	
	Wm. T. Page	Assistant file clerk	74.20	
	John J. Coughlin	Laborer, clerk's document-room	74.20	
	Ryder Henry	do	74.20	
	J. L. Davis	Page	59.30	
	Frank T. Quigley	Laborer	59.30	
	Maurice Ruddlesden	do	59.30	
	Robert Richardson	do	59.30	
	William Richardson	do	59.30	
	Geo. W. Hutton	do	59.30	
	Geo. W. Hutton	Hire horse and wagon	49.50	
	Jesse D. Robinson	Messenger, Chief Clerk's room	24.70	
	F. H. Tompkins	Assistant index clerk	186.00	
	Samuel J. R. Long	Page, enrolling-room	60.00	
	Neill S. Brown	Reading clerk, 3-30	276.92	
				$6,857.75
6286		Jno. P. Leedom *et al.*, June, 1889:		
	Jno. P. Leedom	Sergeant-at-Arms	370.90	
	Isaac R. Hill	Assistant sergeant-at-arms	164.80	
	C. E. Silcott	Cashier	247.25	
	H. L. Ballentine	Paying teller	164.80	
	J. D. Selzer	Book-keeper	148.30	
	David A. Roberts	Messenger	98.90	
	A. M. Sayre	Page	59.30	
	Charles H. Christian	Laborer	54.45	
		Clerks and messengers annual committees:		
	Henry Talbott	Clerk, Ways and Means	247.25	
	Charles D. Mills	Assistant clerk, Ways and Means	131.90	
	D. W. Carroll	Messenger, Ways and Means	82.40	
	James C. Courts	Clerk, Appropriations	247.25	
	John D. Cremer	Assistant clerk, Appropriations	131.90	
	L. Olie Meek	Messenger, Appropriations	82.40	
	Robert M. Wallace	Clerk, Agriculture	164.80	
	Geo. W. Rae	Clerk, Claims	164.80	
	Louis Chable	Clerk, Commerce	164.80	
	Edward McIver	Clerk, District of Columbia	164.80	
	W. E. Varnon	Clerk, Foreign Affairs	164.80	
	David W. Peel	Clerk, Indian Affairs	164.80	
	Rees F. Matson	Clerk, Invalid Pensions	164.80	
	H. C. Hynson	Clerk, Judiciary	164.80	
	Geo. B. Parsons	Clerk, Military Affairs	164.80	
	Joseph Baumer	Clerk, Naval Affairs	164.80	
	James E. Mendenhall	Clerk, Public Lands	164.80	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	164.80	
	John Dougherty	Clerk, Public Buildings and Grounds	164.80	
	James P. Hickman	Clerk, Rivers and Harbors	164.80	
	J. N. Williams	Clerk, War Claims	164.80	
	M. R. Owens	Assistant clerk, War Claims	98.90	
	Wm. H. Mobley	Clerk, Elections	161.80	
	J. B. Holloway	Clerk, prepare digest, etc	164.80	
	R. B. Edmonson	Clerk, Merchant Marine and Fisheries	161.80	
				5,297.10
6287		Lycurgus Dalton *et al.*, June, 1889:		
	Lycurgus Dalton	Postmaster	206.00	
	James R. Fisher	Assistant postmaster	164.80	
	John H. Pratt	Messenger	98.90	
	Wm. A. Horbach	do	98.90	
	James L. Brown	do	98.90	
	Reuben Bourne	do	98.90	
	Ralph Carlton	do	98.90	
	W. C. Crawley	do	98.90	
	William W. Pace	do	98.90	
	Wm. M. Prescott	do	98.90	
	John R. Grace	do	98.90	
	Henry Yater	Messenger, heavy mail wagon	98.90	
	Daniel B. Webster	Laborer	59.30	
	Henry Culbertson	Hire horses and wagons	412.10	
	George C. Lafferty	Committee stenographer	329.70	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount	Total.
6287		Lycurgus Dalton *et al.*—Continued.		
	W. J. Kehoe	Committee stenographer	$329.70	
	L. L. Carlisle	Private secretary to Speaker	173.30	
	N. T. Crutchfield	Clerk to Speaker's table	173.30	
	O. O. Stealey	Clerk to the Speaker	131.90	
	Henry Neal	Messenger to the Speaker	82.40	
	Albert Ordway	Making index of Journal of Congress	206.00	
	Mary R. Potts	Assistant, making index of Journal of Congress.	98.90	
	Desha Breckinridge	do	98.90	
	E. D. Appleton	do	82.40	
	Sam'l J. King	do	82.40	
	W. D. Cannon	do	82.40	
	W. F. Reber	do	82.40	
	Alfred P. Robbins	do	65.90	
	S. B. Gray	do	65.90	
				$3,916.70
6288		A. B. Hurt *et al.*, June, 1889:		
	A. B. Hurt	Doorkeeper	288.50	
	W. H. Nichols	Assistant doorkeeper	164.80	
	H. C. Wall	Clerk to doorkeeper	98.90	
	Thomas G. Ingram	Janitor	98.90	
	Jno. A. Hannay	Superintendent document-room	164.80	
	H. G. Williams	Assistant superintendent document-room	164.80	
	G. W. Feelemyer	File clerk	115.40	
	Felix McCloskey	Assistant file clerk	106.30	
	Chas. W. Coombs	Department messenger	164.80	
	Chas. W. Coombs	Horse and buggy, department messenger	20.60	
	Chas. H. Mann	Messenger reporters' gallery	98.90	
	F. S. Bishop	Messenger	98.90	
	J. H. Chinn	do	98.90	
	A. J. Fallon	do	98.90	
	Geo. A. Bacon	do	98.90	
	John McGuire	do	98.90	
	W. J. Hirschfield	do	98.90	
	H. B. Lingenfelter	do	98.90	
	Michael Sullivan	do	98.90	
	W. B. Albright	do	82.40	
	Joseph L. Boyd	do	82.40	
	R. G. Blake	do	82.40	
	J. H. Cover	do	82.40	
	J. S. Dunham	do	82.40	
	G. C. Lightfoot	do	82.40	
	W. F. Early	do	82.40	
	Sumter Phillips	do	82.40	
	M. M. Robinson	do	82.40	
	John T. Chancey	Special employé	123.60	
	J. B. Askins	Laborer	59.30	
	H. D. Beckley	do	59.30	
	Charles Carter	do	59.30	
	S. E. Dinnin	do	59.30	
	James Hall	do	59.30	
	G. W. Fisher	do	59.30	
	S. C. Mattock	do	59.30	
	F. M. Godfrey	do	59.30	
	Jno. Cooney	do	49.50	
	M. E. Triplett	Attendant ladies' retiring-room	49.50	
	Jno. W. Williams	Cloak-room laborer	49.50	
	A. B. Thomas	do	49.50	
	E. L. Phillips	Chief page	74.20	
	A. H. Pickens	do	74.20	
	Thos. A. Coakley	Messenger	100.00	
	Edward S. O'Connor	Messenger, March 7 to 30	79.12	
				4,065.00
6289		Jno. G. Healy *et al.*, June, 1889:		
	Jno. G. Healy	Superintendent folding-room	164.80	
	Geo. P. Money	Chief clerk folding-room	148.30	
	J. M. McKay	Foreman folding-room	223.60	
	F. W. McGurk	Clerk folding-room	98.90	
	Richard L. Newnham	do	98.90	
	James Byrne	Messenger, folding-room	98.90	
	F. C. Robertson	Folder seal-room	98.90	
	E. A. Schwarz	Folder	74.20	
	N. C. Rowland	do	74.20	
	Jno. B. Seney	do	74.20	
	Geo. F. Howard	do	74.20	
	James A. Newsom	do	74.20	
	Jno. W. Davison	do	74.20	
	J. C. Silcott	do	74.20	

Salaries of officers and employés, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6289		Jno. G. Healy *et al.*—Continued.		
	A. E. Fitzgerald	Folder	$74.20	
	J. S. Cuttino	do	74.20	
	D. McMatheson	do	74.20	
	E. D. Eaton	do	69.20	
	A. L. Fant	do	69.20	
	A. E. Foster	do	69.20	
	J. V. Cunningham	do	69.20	
	J. L. Case	do	69.20	
	Jno. A. Barnes	do	59.30	
	Jno. Heffron	do	59.30	
	Robt. Dougherty	do	59.30	
	Jno. F. Gleason	do	59.39	
	M. Avant	do	59.30	
	H. B. Keffer	do	59.30	
	S. E. Browne	do	59.30	
	H. T. Kincaid	do	59.30	
	Wm. W. Bolls	do	59.30	
	Thos. B. Powell	do	59.30	
	J. P. Britt	do	59.30	
	L. A. Ducros	do	59.30	
	James Cooney	do	59.30	
	W. B. Wilson	do	59.30	
	W. H. Millett	do	50.30	
	Willie Howell	Page	41.20	
	Thos. P. Bell	Laborer	33.90	
	Robert Hazlett	Driver	49.50	
	A. H. Pruitt	Watchman	74.20	
				$3,007.70
6290		Samuel H. Decker *et al.*, June, 1889:		
	Samuel H. Decker	Soldiers' roll	98.90	
	Wm. T. Fitch	do	98.90	
	Wm. Irving	do	98.90	
	Hugh Lewis	do	98.90	
	Jas. I. McConnell	do	98.90	
	Fernando Page	do	98.90	
	John Ryan	do	98.90	
	John Rome	do	98.90	
	John A. Stewart	do	98.90	
	John A. Travis	do	98.90	
	Joseph F. Wilson	do	98.90	
	Josiah W. White	do	98.90	
	Edson S. Williams	do	98.90	
	Jonathan R. Whitacre	do	98.90	
				1,384.60
6291		William Lannan *et al.*, June, 1889:		
	William Lannan	Chief engineer	140.10	
	Henry W. Taylor	Assistant engineer	98.90	
	Bryan H. Morse	do	98.90	
	George Winters	Conductor of elevator	90.70	
	Leonard B. Cook	do	90.70	
	R. W. Goudelock	do	90.70	
	John Graham	do	90.70	
	Thomas W. McKeig	Fireman	74.20	
	Epps Norris	do	74.20	
	Chas. T. Jett	do	74.20	
	Edward B. Burke	do	74.20	
	James W. Shely	do	74.20	
	A. B. Talcott	Electrician	98.90	
	Joseph A. Woodworth	Laborer	65.90	
	George Liverpool	do	67.55	
	E. H. Hughes	Cleaning and watching Statuary Hall	54.45	
				1,358.50
		1889.		
6296	J. H. Mitchell	May 6. To 2 new shoes and rec't 4 shoes	1.75	
		15. 2 new shoes and rec't 1 shoe	.25	
		18. 8 new shoes	3.00	
		June 18. 8 new shoes and rec't 1 shoe	.25	
		20. 8 new shoes	3.00	
				8.25
6299	Henry Culbertson	For feed of 2 horses for Doorkeeper, House of Representatives, during the month of May, 1889		18.00
6300	Henry Culbertson	For feed of 2 horses for Doorkeeper, House of Representatives, during the month of May, 1889		18.00
				402,905.62

Salaries of officers and employés, House of Representatives, 1888-'89.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Mar. 15	6192	Henry Talbott:		
		For extra services rendered during the Fiftieth Congress (deficiency act, Mar. 2, 1889)		$1,000.00
	6193	Administrators of the estate of J. K. Edwards:		
		To re-imburse the estate of J. K. Edwards, late an official reporter of the House of Representatives, the amount paid to E. D. Easton for services rendered and expenses incurred as a substitute reporter from June 11 to July 17, 1888, both inclusive (deficiency act, Mar. 2, 1889)		733.90
	6194	John Prater:		
		For services as laborer in cloak-room of the House of Representatives, from December 1, 1887, to October 31, 1888, at $50 per month, eleven months (deficiency act, Mar. 2, 1889)		550.00
	6195	Edward W. Coughlin:		
		For services rendered the Committee on Accounts, House of Representatives, during the first and second sessions of the Fiftieth Congress (deficiency act, Mar. 2, 1889)		150.00
	6196	S. C. Wilson:		
		For re-imbursement as clerk to Committee on Enrolled Bills, House of Representatives, for expenses incurred for assistance during first session of Fiftieth Congress (deficiency act, Mar. 2, 1889)		87.30
				2,521.20

Salaries of officers and employés, House of Representatives, 1888.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Oct. 24	5516	W. J. Kehoe:		
		For services as clerk to the Committee on Rules of the House of Representatives during the first session of the Fiftieth Congress (deficiency act Oct. 19, 1888)		$200.00
	5517	John D. O'Connor:		
		For services as clerk to the Committee on Eleventh Census of the House of Representatives, from 9th to 17th Jan., 1888, at $6 per day (deficiency act Oct. 19, 1888)		54.00
	5518	E. B. Wade:		
		To pay clerk to Committee on Printing for services to June 15, 1888, as clerk to the Select Committee Investigating the Government Printing Office (deficiency act Oct. 19, 1888)		500.00
	5519	Edward S. McDonald:		
		To pay services rendered to Select Committee (House of Representatives) Investigating the Government Printing Office, first session Fiftieth Congress (deficiency act Oct. 19, 1888)		50.00
	5520	Maurice Ruddleaden:		
		To pay for additional services as a laborer in the House Library during the fiscal year 1888 (deficiency act Oct. 19, 1888)		280.00
	5521	Turner K. Hackman:		
		To pay for services rendered as riding page, House of Representatives, for twenty days previous to the organization of the Fiftieth Congress (deficiency act Oct. 19, 1888)		50.00
	5522	Francis D. Smith:		
		To pay for services rendered (removing books in the House library) during the construction of the elevator in the south wing of the Capitol for the months of July, August, and September, 1887 (deficiency act Oct. 19, 1888)		102.00
	5523	Ralph T. Moses:		
		To pay for services rendered as assistant folder in the seal-room (House of Representatives) from Dec. 5, 1887, to Jan. 25, 1888 (deficiency act Oct. 19, 1888)		125.00

Salaries of officers and employés, House of Representatives, 1888—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Mar. 15	6197	George W. Fisher:		
		For services as laborer at the House of Representatives from Aug. 1, 1887, to Dec. 1, 1887, one hundred and twenty-two days, at $2 per day (deficiency act Mar. 2, 1889)		$244.00
	6198	Charles Holbrook:		
		For services as laborer, House of Representatives, for thirty-seven days, from Dec. 5, 1887, to Jan. 21, 1888, at $2 per day (deficiency act Mar. 2, 1889)		74.00
				1,679.00

Salaries of officers and employés, House of Representatives, 1887–'88.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Oct. 24	5524	George Winters:		
		To pay the difference between his pay as conductor of the elevator (House of Representatives) and $1,200 per annum, from July 1, 1886, to July 1, 1888 (deficiency act Oct. 19, 1888)		$200.00
	5525	L. B. Cook:		
		To pay the difference between his pay as conductor of the elevator (House of Representatives) and $1,200 per annum, from July 1, 1886, to July 1, 1888 (deficiency act Oct. 19, 1888)		200.00
	5526	Thomas P. Bell:		
		To re-imbursement for expenses incurred from July 1, 1886, to March 1, 1888, for assistance as laborer in the folding-room, House of Representatives (deficiency act Oct. 19, 1888)		200.00
				600.00

Salaries of officers and employés, House of Representatives, 1887.

1888.				
Oct. 24	5527	Charles L. Sauer:		
		To pay for services as assistant enrolling clerk (House of Representatives) during the last session of Forty-ninth Congress (deficiency act Oct. 19, 1888)		$30.00
	5528	W. D. Hunter:		
		To pay for thirty-eight days' work (from May 24, 1887, to June 31, 1887) during the recess of the Forty-ninth Congress, at rate of $40 per month (deficiency act Oct. 19, 1888)		50.55
	5529	Charles Carter:		
		To pay for extra services rendered during the second session of the Forty-ninth Congress (deficiency act Oct. 19, 1888)		50.00
1889.				
Mar. 15	6199	Lee Swords:		
		For services as folder in folding room, House of Representatives, in May, 1887 (deficiency act approved Mar. 2, 1889)		40.00
				160.55

Salaries of officers and employés, House of Representatives, 1886.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1886.				
Oct. 24	5532	B. C. Kuehling:		
		To pay for services rendered as locksmith, House of Representatives, from Jan. 18 to July 28, 1886		$40.00
				40.00

Salaries of Capitol police, House of Representatives, 1889.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5278		P. H. Allabach *et al.*, July, 1888:		
	P. H. Allabach	Captain	$134.80	
	J. O. Finks	Lieutenant	101.10	
	D. B. Bradley	do	101.10	
	Wm. Knowland	do	101.10	
	F. G. Jones	Private	92.70	
	W. H. Saunders	do	92.70	
	Charles Stone	do	92.70	
	J. R. Riley	do	92.70	
	Daniel O'Neill	do	92.70	
	F. A. Wood	do	92.70	
	John Hammond	do	92.70	
	L. D. Bumpus	do	92.70	
	Ambrose Lybrand	do	92.70	
	J. W. Jones	do	92.70	
	S. P. Mast	do	92.70	
	H. H. Lemon	do	92.70	
	James Stump	do	92.70	
	Jos. Swindell	do	92.70	
	F. M. Bumpus	do	92.70	
	J. H. Crawford	do	92.70	
	A. B. Suit	do	92.70	
	J. A. Burrows	do	92.70	
	Geo. Sturdevant	do	92.70	
	Edward Stanton	do	92.70	
	A. P. Wymore	do	92.70	
	H. T. Banks	do	92.70	
	S. A. Boyden	Watchman	75.80	
	W. B. Drury	do	75.80	
	P. B. Vaughan	do	75.80	
	D. B. Moore	do	75.80	
	James R. Jones	do	75.80	
	P. J. Crenshaw	Watchman, July 1 to 2	4.89	
	G. W. Shaw	Watchman	75.80	
	James L. Newell	do	75.80	
	Sidney Burlingame	Watchman, July 3 to 31	70.91	
				$3,083.90
5372		P. H. Allabach *et al.*, Aug., 1888:		
	P. H. Allabach	Captain	134.80	
	J. O. Finks	Lieutenant	101.10	
	D. B. Bradley	do	101.10	
	Wm. Knowland	do	101.10	
	F. G. Jones	Private	92.70	
	W. H. Saunders	do	92.70	
	Charles Stone	do	92.70	
	J. R. Riley	do	92.70	
	D. O'Neill	do	92.70	
	F. A. Wood	do	92.70	
	John Hammond	Private, Aug. 1 to 19	56.82	
	L. D. Bumpus	do	92.70	
	Ambrose Lybrand	do	92.70	
	J. W. Jones	do	92.70	
	H. H. Lemon	do	92.70	
	James Stump	do	92.70	
	S. P. Mast	do	92.70	
	Jos. Swindell	do	92.70	
	F. M. Bumpus	do	92.70	
	J. H. Crawford	do	92.70	
	J. A. Burrows	do	92.70	
	Geo. Sturdevant	do	92.70	

Salaries of Capitol police, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5372		P. H. Allabach *et al.*—Continued.		
	Edward Stanton	Private, Aug. 1 to 19	$92.70	
	A. P. Wymore	Private, Aug. 1 to 15	44.85	
	H. T. Banks	Private	92.70	
	A. B. Suit	Private, Aug. 16 to 31	47.85	
	Josiah F. Hardenburgh	Private, Aug. 20 to 31	35.88	
	Stephen D. Skeen	Private, Aug. 8 to 31	71.77	
	A. B. Suit	Private, Aug. 1 to 7	20.93	
	S. A. Boyden	Watchman	75.80	
	W. B. Drury	do	75.80	
	P. B. Vaughan	do	75.80	
	D. B. Moore	do	75.80	
	James R. Jones	do	75.80	
	G. W. Shaw	do	75.80	
	James L. Newell	do	75.80	
	Sidney Burlingame	do	75.80	$2,083.90
5460		P. H. Allabach *et al.*, Sept., 1888:		
	P. H. Allabach	Captain	130.40	
	J. O. Finks	Lieutenant	97.80	
	D. B. Bradley	do	97.80	
	Wm. Knowland	do	97.80	
	F. G. Jones	Private	89.60	
	W. H. Saunders	do	89.60	
	Charles Stone	do	89.60	
	J. R. Riley	do	89.60	
	D. O'Neill	do	89.60	
	F. A. Wood	do	89.60	
	Josiah F. Hardenburgh	do	89.60	
	L. D. Bumpus	do	89.60	
	Ambrose Lybrand	do	89.60	
	J. W. Jones	do	89.60	
	H. H. Lemon	do	89.60	
	James Stump	do	89.60	
	S. P. Mast	do	89.60	
	Jos. Swindell	do	89.60	
	F. M. Bumpus	do	89.60	
	J. H. Crawford	do	89.60	
	J. A. Burrows	do	89.60	
	Geo. Sturdevant	do	89.60	
	Edward Stanton	do	89.60	
	A. B. Suit	do	89.60	
	H. T. Banks	do	89.60	
	Stephen D. Skeen	do	89.60	
	S. A. Boyden	Watchman	73.40	
	W. B. Drury	do	73.40	
	P. B. Vaughan	do	73.40	
	D. B. Moore	do	73.40	
	J. R. Jones	do	73.40	
	G. W. Shaw	do	73.40	
	Sidney Burlingame	do	73.40	
	James L. Newell	do	73.40	
				2,982.20
5514		P. H. Allabach *et al.*, Oct., 1888:		
	P. H. Allabach	Captain	134.80	
	J. O. Finks	Lieutenant	101.10	
	D. B. Bradley	do	101.10	
	Wm. Knowland	do	101.10	
	F. G. Jones	Private	92.70	
	W. H. Saunders	do	92.70	
	Charles Stone	do	92.70	
	J. R. Riley	do	92.70	
	D. O'Neill	do	92.70	
	F. A. Wood	do	92.70	
	J. F. Hardenburgh	do	92.70	
	L. D. Bumpus	do	92.70	
	Ambrose Lybrand	do	92.70	
	J. W. Jones	do	92.70	
	S. P. Mast	do	92.70	
	H. H. Lemon	do	92.70	
	James Stump	do	92.70	
	Jos. Swindell	do	92.70	
	F. M. Bumpus	do	92.70	
	J. H. Crawford	do	92.70	
	Phil. T. German	do	92.70	
	J. A. Burrows	do	92.70	
	George Sturdevant	do	92.70	
	Edward Stanton	do	92.70	
	H. T. Banks	Private, Oct. 15–31	50.82	

Salaries of Capitol police, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5514		P. H. Allabach *et al.*—Continued.		
	S. D. Skeen	Private	$92.70	
	S. A. Boyden	Watchman	75.80	
	W. B. Drury	do	75.80	
	D. B. Moore	do	75.80	
	P. B. Vaughan	do	75.80	
	J. R. Jones	do	75.80	
	G. W. Shaw	do	75.80	
	J. L. Newell	do	75.80	
	Sidney Burlingame	do	75.80	
				$3,042.20
5598		P. H. Allabach *et al.*, Nov., 1888:		
	P. H. Allabach	Captain	130.40	
	J. O. Finks	Lieutenant	97.80	
	D. B. Bradley	do	97.80	
	Wm. Knowland	do	97.80	
	F. G. Jones	Private	89.60	
	Jos. Gilbert	Private, Nov. 9 to 30	65.72	
	W. H. Saunders	Private, Nov. 1 to 8	23.88	
	Charles Stone	Private	89.60	
	J. R. Riley	do	89.60	
	Daniel O'Neill	do	89.60	
	F. A. Wood	do	89.60	
	John Hammond	do	89.60	
	L. D. Bumpus	do	89.60	
	G. W. Hazer	Private, Nov. 15 to 30	47.79	
	Ambrose Lybrand	Private, Nov. 1 to 14	41.81	
	A. P. Barker	Private	89.60	
	S. P. Mast	do	89.60	
	H. H. Lemon	do	89.60	
	James Stump	do	89.60	
	Jos. Swindell	do	89.60	
	F. M. Bumpus	do	89.60	
	J. H. Crawford	do	89.60	
	J. A. Burrows	do	89.60	
	Geo. Sturdevant	do	89.60	
	Edward Stanton	do	89.60	
	H. T. Banks	do	89.60	
	Phil. T. German	Private, Nov. 1 to 13	38.84	
	W. H. Saunders	Private, Nov. 14 to 30	50.76	
	S. D. Skeen	Private	89.60	
	S. A. Boyden	Watchman	73.40	
	W. B. Drury	do	73.40	
	P. B. Vaughan	do	73.40	
	D. B. Moore	do	73.40	
	J. R. Jones	do	73.40	
	G. W. Shaw	do	73.40	
	Sidney Burlingame	do	73.40	
	W. A. Matthews	do	73.40	
				2,982.20
578		P. H. Allabach *et al.*, Dec., 1888:		
	P. H. Allabach	Captain	134.80	
	J. O. Finks	Lieutenant	101.10	
	D. B. Bradley	do	101.10	
	Wm. Knowland	do	101.10	
	F. G. Jones	Private	92.70	
	Jas. Gilbert	do	92.70	
	Charles Stone	do	92.70	
	J. R. Riley	do	92.70	
	Daniel O'Neill	do	92.70	
	F. A. Wood	do	92.70	
	John Hammond	do	92.70	
	L. D. Bumpus	do	92.70	
	G. W. Hazer	do	92.70	
	J. W. Jones	do	92.70	
	S. P. Mast	do	92.70	
	H. H. Lemon	do	92.70	
	James Stump	do	92.70	
	Jos. Swindell	do	92.70	
	E. H. Ewell	do	92.70	
	J. H. Crawford	do	92.70	
	J. A. Burrows	do	92.70	
	Geo. Sturdevant	do	92.70	
	Edward Stanton	do	92.70	
	H. T. Banks	do	92.70	
	W. H. Saunders	do	92.70	
	S. D. Skeen	do	92.70	
	S. A. Boyden	Watchman	75.80	
	W. B. Drury	do	75.80	

Salaries of Capitol police, House of Representatives, 1889—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
5768		P. H. Allabach *et al.*—Continued.		
	P. B. Vaughan	Watchman	$75.80	
	D. B. Moore	do	75.80	
	J. R. Jones	do	75.80	
	G. W. Shaw	do	75.80	
	Sidney Burlingame	do	75.80	
	W. A. Matthews	do	75.80	
				$3,083.20
				18,278.12

One month's extra pay, October 20, 1888.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6181		John B. Clark *et. al.*, March 11, 1889:		
	Jno. B. Clark	Clerk House of Representatives	$416.66	
	T. O. Towles	Chief Clerk	300.00	
	Jno. C. Robinson	Journal clerk	300.00	
	Neill S. Brown	Reading clerk	300.00	
	Thomas S. Pettit	do	300.00	
	Samuel D. Craig	Tally clerk	250.00	
	John H. Rogers	Printing and bill clerk	208.33	
	S. B. Cunningham	Disbursing clerk	208.33	
	Ferris Finch	File clerk	187.50	
	Theo. F. King	Enrolling clerk	187.50	
	Henry Gumble	Assistant disbursing clerk	166.66	
	John K. Metzger	Assistant enrolling clerk	166.66	
	Robert H. Cowan	Resolution and petition clerk	166.66	
	R. C. Montgomery	Newspaper clerk	166.66	
	John C. Teller	Index clerk	166.66	
	J. H. Scales	Superintendent document-room	166.66	
	William Butler	Librarian	166.66	
	Henry Vollmer	Distributing clerk	150.00	
	John F. Ancona	Stationery clerk	150.00	
	Asher Barnett	Assistant librarian	150.00	
	Wm. H. Smith	do	150.00	
	J. B. McDonnell	Book-keeper	133.33	
	Geo. S. Donnell	Clerk	133.33	
	W. H. Wiggins	do	133.33	
	John W. Hall	do	133.33	
	L. T. English	do	133.33	
	John F. Treutlen	Clerk to index private claims	133.33	
	Sanders Garland	do	133.33	
	W. B. Forrest	do	133.33	
	Joel W. Hiatt	Document clerk	120.00	
	B. C. Kuehling	Locksmith	120.00	
	James C. Daly	Messenger library	109.50	
	Aaron Russell	do	109.50	
	Wm. W. Kelser	Telegraph operator	75.00	
	Wm. T. Page	Assistant file clerk	75.00	
	John J. Coughlin	Laborer Clerk's document-room	75.00	
	Ryder Henry	do	75.00	
	J. L. Davis	Page	60.00	
	Frank T. Quigley	Laborer	60.00	
	Maurice Ruddlesden	do	60.00	
	Robert Richardson	do	60.00	
	William Richardson	do	60.00	
	Geo. W. Hutton	do	60.00	
	Jesse D. Robinson	Messenger Chief Clerk's room	25.00	
	F. H. Tompkins	Assistant index clerk	180.00	
	Battle McArdle	Assistant Journal clerk	18.00	
	Samuel J. R. Long	Page, enrolling-room	60.00	
				$7,055.58
6182		Jno. P. Leedom *et al*:		
	John P. Leedom	Sergeant-at-Arms	375.00	
	Isaac R. Hill	Assistant sergeant-at-arms	166.66	
	C. E. Silcott	Cashier	250.00	
	H. L. Ballentine	Paying-teller	166.66	
	J. D. Selzer	Book-keeper	150.00	

One month's extra pay, October 20, 1888—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6182		Jno. P. Leedom *et al.*—Continued.		
	David A. Roberts	Messenger	$100.00	
	Early D. Yoder	Page	60.00	
	Charles H. Christian	Laborer	55.00	
		Clerks and messengers to annual committees:		
	Henry Talbott	Clerk, Ways and Means	250.00	
	Charles H. Mills	Assistant clerk, Ways and Means	133.33	
	D. W. Carroll	Messenger, Ways and Means	83.30	
	James C. Courts	Clerk, Appropriations	250.00	
	John D. Cremer	Assistant clerk, Appropriations	133.30	
	L. Olie Meek	Messenger, Appropriations	83.30	
	Robert M. Wallace	Clerk, Agriculture	166.66	
	Geo. W. Rae	Clerk, Claims	166.66	
	Louis Chable	Clerk, Commerce	166.66	
	Edward McIver	Clerk, District of Columbia	166.66	
	Brinley D. Sleight	Clerk, Foreign Affairs	166.66	
	David W. Peel	Clerk, Indian Affairs	166.66	
	John Mesler	Clerk, Invalid Pensions	166.66	
	H. C. Hynson	Clerk, Judiciary	166.66	
	Geo. B. Parsons	Clerk, Military Affairs	166.66	
	Joseph Baumer	Clerk, Naval Affairs	166.66	
	James E. Mendenhall	Clerk, Public Lands	166.66	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	166.66	
	John Dougherty	Clerk, Public Buildings and Grounds	166.66	
	James P. Hickman	Clerk, Rivers and Harbors	166.66	
	J. N. Williams	Clerk, War Claims	166.66	
	Wm. H. Mobley	Clerk, Elections	166.66	
	Jno. D. O'Connor	Clerk, Eleventh Census	166.66	
	J. B. Holloway	Clerk to prepare digest, etc	166.66	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries	166.66	
				$5,423.18
6183		Lycurgus Dalton *et al.*:		
	Lycurgus Dalton	Postmaster	208.33	
	James R. Fisher	Assistant postmaster	166.66	
	John H. Pratt	Messenger	100.00	
	Wm. A. Horbach	do	100.00	
	James L. Brown	do	100.00	
	Reuben Bourne	do	100.00	
	Ralph Carlton	do	100.00	
	W. C. Crawley	do	100.00	
	William W. Pace	do	100.00	
	Wm. M. Prescott	do	100.00	
	John R. Grace	do	100.00	
	Henry Yater	Messenger, heavy mail wagon	100.00	
	Daniel B. Webster	Laborer	60.00	
	Franklin J. Rooney	Session messenger	114.28	
	R. T. Merrifield	do	114.28	
	John Stack	do	114.28	
	H. J. Jackson	do	100.00	
	John T. Healy	do	100.00	
	Junius Wingfield	do	100.00	
	W. C. Davis, jr	do	100.00	
	George C. Lafferty	Committee stenographer	333.33	
	W. J. Kehoe	do	333.33	
	L. L. Carlisle	Private secretary to Speaker	175.20	
	N. T. Crutchfield	Clerk to Speaker's table	175.20	
	O. O. Stealey	Clerk to the Speaker	133.33	
	Henry Neal	Messenger to Speaker	83.33	
	W. H. Milburn	Chaplain	75.00	
	Albert Ordway	Making index to Journals of Congress	208.33	
	Andrew R. Potts	Assisting making index to Journals of Congress	100.00	
	Desha Breckinridge	do	100.00	
	E. D. Appleton	do	83.33	
	Sam'l J. King	do	83.33	
	W. D. Cannon	do	83.33	
	Alfred P. Robbins	do	66.66	
	S. B. Gray	do	66.66	
				4,278.19
6184		George Gilliland *et al.*:		
	George Gilliland	Clerk, Banking and Currency	180.00	
	D. P. Bailey	Clerk, Coinage, Weights, and Measures	180.00	
	John W. Springer	Clerk, Territories	180.00	
	Robert Davidson	Clerk, Railways and Canals	180.00	
	Henry T. Lyle	Clerk, Manufactures	180.00	
	Wm. T. Kerfoot	Clerk, Mines and Mining	180.00	
	L. C. McPherson	Clerk, Pacific Railroads	180.00	
	J. H. Williamson	Clerk, Education	180.00	

One month's extra pay, October 20, 1888—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6184		George Gilliland *et al.*—Continued.		
	Frank Moore	Clerk, Labor	$180.00	
	Mark Curley	Clerk, Militia	180.00	
	A. C. Weaver	Clerk, Patents	180.00	
	S. M. Guthridge	Assistant clerk, Invalid Pensions	180.00	
	Daniel McDonald	do	180.00	
	J. M. Fischer	Clerk, Pensions	180.00	
	W. E. Varnon	Clerk, Private Land Claims	180.00	
	Wm. C. Swanson	Clerk, Revision of Laws	180.00	
	J. Wheeler	Clerk, Expenditures in Treasury Department.	180.00	
	Guy Laffoon	Clerk, Expenditures in War Department	180.00	
	W. D. Hamilton	Clerk, Expenditures in Post-Office Department.	180.00	
	G. N. Kersten	Clerk, Expenditures in Interior Department.	180.00	
	Daniel Patterson	Clerk, Expenditures on Public Buildings	180.00	
	Chas. H. Vanderford	Clerk, Accounts	180.00	
	John H. Bergen	Clerk, Library	180.00	
	E. B. Wade	Clerk, Printing	180.00	
	Solomon C. Wilson	Clerk, Enrolled Bills	180.00	
	Eugene Black	Clerk, Reform in Civil Service	180.00	
	William Shaffner	Clerk, Election of President and Vice-President.	180.00	
	James D. Park	Clerk, Indian Depredation Claims	180.00	
	Edward Hughes	Clerk, Alcoholic Liquor Traffic	180.00	
	T. C. Catchings, jr	Clerk, Levees and Improvement Mississippi River.	180.00	
	M. L. York	Clerk, Expenditures in Navy Department	180.00	
	W. B. Councill	Clerk, Expenditures in Department of Justice.	180.00	
	Wm. W. McDowell	Clerk, Ventilation and Acoustics	180.00	
	Joseph M. Kendall	Assistant clerk, Claims	180.00	
	John R. Cushman	Clerk, Select Committee on Library	180.00	
	John H. Carter	Assistant clerk, Enrolled Bills	180.00	
				$6,480.00
6185		A. B. Hurt *et al.*:		
	A. B. Hurt	Doorkeeper	291.66	
	W. H. Nichols	Assistant doorkeeper	166.66	
	H. C. Wall	Clerk, doorkeeper	100.00	
	Thos. G. Ingram	Janitor	100.00	
	Jno. A. Hannay	Superintendent document-room	166.66	
	H. G. Williams	Assistant Superintendent document-room	166.66	
	Geo. P. Money	File clerk, document-room	116.66	
	Felix McCloskey	Assistant file clerk, document-room	109.50	
	Chas. W. Coombs	Department messenger	166.66	
	Chas. H. Mann	Messenger Reporters' gallery	100.00	
	Andrew J. Fallon	Messenger	100.00	
	Jno. McGuire	do	100.00	
	J. H. Chinn	do	100.00	
	F. S. Bishop	do	100.00	
	G. W. Feelemyer	do	100.00	
	H. B. Lingenfelter	do	100.00	
	E. A. Schwarz	do	100.00	
	M. Sullivan	do	100.00	
	J. S. Dunham	do	83.33	
	Joseph L. Boyd	do	83.33	
	M. M. Robinson	do	83.33	
	W. B. Albright	do	83.33	
	G. C. Lightfoot	do	83.33	
	J. M. McKay	do	83.33	
	R. G. Blake	do	83.33	
	J. H. Cover	do	83.33	
	Sumter Phillips	do	83.33	
	Jno. T. Chancey	Special employé	125.00	
	S. C. Matlock	Laborer	60.00	
	R. D. Beckley	do	60.00	
	Chas. Carter	do	60.00	
	S. E. Dinnin	do	60.00	
	H. C. Littlefield	do	60.00	
	James Hall	do	60.00	
	J. B. Askins	do	60.00	
	F. M. Godfrey	do	60.00	
	Jno. N. Cooney	do	50.00	
	M. E. Tripplett	Attendant ladies' retiring-room	50.00	
	Wilson Grice	Cloak-room laborer	50.00	
	A. B. Thomas	do	50.00	
	A. H. Pickens	Chief page	75.00	
	E. L. Phillips	do	75.00	
				3,989.43

One month's extra pay, October 20, 1888—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6186		Jno. G. Healy *et al.*:		
	Jno. G. Healy	Superintendent folding-room	$166.66	
	Chas. M. Davis	Chief clerk folding-room	150.00	
	Geo. A. Bacon	Foreman folding-room	125.00	
	F. W. McGurk	Clerk, folding-room	100.00	
	R. L. Newnham	do	100.00	
	James Byrne	Messenger	100.00	
	F. C. Robertson	Folder, seal-room	100.00	
	Frank Banby	Folder	75.00	
	W. C. Rowland	do	75.00	
	Jno B. Seney	do	75.00	
	Geo. F. Howard	do	75.00	
	Jas. A. Newsom	do	75.00	
	J. W. Davison	do	75.00	
	J. C. Silcott	do	75.00	
	A. E. Fitzgerald	do	75.00	
	J. S. Cuttino	do	75.00	
	D. McMatheson	do	75.00	
	E. D. Eaton	do	70.00	
	A. L. Fant	do	70.00	
	A. E. Foster	do	70.00	
	J. V. Cunningham	do	70.00	
	J. L. Case	do	70.00	
	Jno. A. Barnes	do	60.00	
	Jno. Heffron	do	60.00	
	Robt. Dougherty	do	60.00	
	Jno. F. Gleason	do	60.00	
	W. P. Kennady	do	60.00	
	H. B. Keffer	do	60.00	
	S. E. Browne	do	60.00	
	H. T. Kincaid	do	60.00	
	E. L. Lease	do	60.00	
	Thos. Powell	do	60.00	
	Jno. P. Quill	do	60.00	
	L. A. Ducros	do	60.00	
	Chas. T. Cropley	do	60.00	
	W. B. Wilson	do	60.00	
	W. H. Millett	do	60.00	
	Willie Howell	Page	41.66	
	Thos. P. Bell	Laborer	33.33	
	Robert Hazlett	Driver	50.00	
	A. H. Pruitt	Watchman	75.00	
				$3,041.65
6187		Sam'l H. Decker *et al.*:		
	Sam'l H. Decker	Soldiers' roll	100.00	
	Wm. T. Fitch	do	100.00	
	Wm. Irving	do	100.00	
	Hugh Lewis	do	100.00	
	Jas. I. McConnell	do	100.00	
	Fernando Page	do	100.00	
	John Ryan	do	100.00	
	John Rome	do	100.00	
	John A. Stewart	do	100.00	
	John A. Travis	do	100.00	
	Jos. F. Wilson	do	100.00	
	Josiah W. White	do	100.00	
	Edson S. Williams	do	100.00	
	Jonathan R. Whitacre	do	100.00	
	Arthur Lucas	Cloak-room laborer	50.00	
	Jno. W. Williams	do	50.00	
	J. A. Savoy	do	50.00	
	L. S. Carey	do	50.00	
	W. H. Jones	do	50.00	
	Robert Coates	do	50.00	
	James Butler	Session laborer	60.00	
	James Brent	do	60.00	
	Albert Williamson	do	60.00	
	C. F. Holbrook	do	60.00	
	S. W. Diggs	do	60.00	
	G. W. Fisher	do	60.00	
	E. Hawkins	do	60.00	
	Alexander Tyler	do	60.00	
	Kendall Lee	do	60.00	
	J. H. Hatcher	do	60.00	
	John T. Downes	Session messenger	67.00	
	M. B. Abercrombie	do	67.00	
	James Cooney	Session folder	67.00	
	Jno. E. Cannon	do	67.00	
	E. C. Huckabee	do	67.00	
				2,635.00

One month's extra pay, October 20, 1888—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6188	.....	T. K. Hackman *et al.*:		
	T. K. Hackman	Riding page	$75.00	
	H. Wiltberger	do	75.00	
	Lee Swords	Telephone page	75.00	
	Arthur Bowles	Telegraph page	75.00	
	Chas. B. Coffin	Page	75.00	
	Albert Pike, jr.	do	75.00	
	Thos. A. Keech	do	75.00	
	J. F. English	do	75.00	
	W. G. Parater	do	75.00	
	W. D. Hunter	do	75.00	
	F. B. Gorman	do	75.00	
	C. Cumberland	do	75.00	
	A. M. Sayre	do	75.00	
	George B. Cooper	do	75.00	
	E. G. Roberts	do	75.00	
	Carlton Willett	do	75.00	
	J. W. Stuart	do	75.00	
	W. P. Carroll	do	75.00	
	Richard Rhea	do	75.00	
	C. M. Armstrong	do	75.00	
	Edward Duffy	do	75.00	
	A. V. McKee	do	75.00	
	Plowden Hickey	do	75.00	
	J. L. Murphy	do	75.00	
	Alex. H. Johnston	do	75.00	
	Maurice E. Joyce	do	75.00	
	Robert D. Simmons	do	75.00	
	Wm. W. Bolls	do	75.00	
	Frank D. Beall	do	75.00	
	Bertie Conklin	do	75.00	
	Saml. C. Pelham	do	75.00	
	Charles Bushnell	do	75.00	
	A. Shepard	do	75.00	
				$2,475.00
6189	.....	William Lannan *et al.*:		
	William Lannan	Chief engineer	141.66	
	Henry W. Taylor	Assistant engineer	100.00	
	Bryan H. Morse	do	100.00	
	George Winters	Conductor of elevator	91.66	
	Leonard B. Cook	do	91.66	
	R. W. Goudelock	do	91.66	
	John Graham	do	91.66	
	Thos. McKeig	Fireman	75.00	
	Eppa Norris	do	75.00	
	Chas. T. Jett	do	75.00	
	Edward B. Burke	do	75.00	
	James W. Shely	do	75.00	
	A. B. Talcott	Electrician	100.00	
	Joseph A. Woodworth	Laborer	66.66	
	George Liverpool	do	68.33	
	E. H. Hughes	Cleaning and watching Statuary Hall	55.00	
	Thomas A. Coakley	Messenger	100.00	
	Ralph T. Moses	Assistant folder, seal-room	75.00	
	Wm. H. Forsythe	Messenger, Butler Building	75.00	
	W. A. Smith	Watchman, Butler Building	60.00	
	Charles W. Springer	Additional laborer, folding-room	60.00	
	M. A. Nash	do	60.00	
	J. S. Stone	do	60.00	
	Edward P. Murray	do	60.00	
	A. W. Rockwell	do	60.00	
	W. H. Bryan	do	60.00	
	Wm. A. Diggle	do	60.00	
	Thomas G. Moncure	do	60.00	
	Jno. C. Frizell	do	60.00	
	W. I. Campbell	do	60.00	
	J. T. Buchanan	do	60.00	
	William Newman	do	60.00	
				2,403.29
6190	.....	P. H. Allabach *et al.*:		
	P. H. Allabach	Captain of police	133.33	
	J. O. Finks	Lieutenant	100.00	
	D. B. Bradley	do	100.00	
	Wm. Knowland	do	100.00	
	F. G. Jones	Private	91.66	
	W. H. Saunders	do	91.66	
	Charles Stone	do	91.66	
	J. R. Riley	do	91.66	
	D. O'Neill	do	91.66	

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6190	.....	P. H. Allabach *et al.*—Continued.		
	F. A. Wood	Private	$91.66	
	J. F. Hardenburgh	....do	91.66	
	L. D. Bumpus	....do	91.66	
	Ambrose Lybrand	....do	91.66	
	J. W. Jones	....do	91.66	
	S. P. Mast	....do	91.66	
	H. H. Lemon	....do	91.66	
	James Stump	....do	91.66	
	Jos. Swindell	....do	91.66	
	F. M. Bumpus	....do	91.66	
	Phil. T. German	....do	91.66	
	J. A. Burrows	....do	91.66	
	George Sturdevant	....do	91.66	
	Edward Stanton	....do	91.66	
	H. T. Banks	....do	91.66	
	S. D. Skeen	....do	91.66	
	J. H. Crawford	....do	91.66	
	S. A. Boyden	Watchman	75.00	
	W. B. Drury	....do	75.00	
	D. B. Moore	....do	75.00	
	P. B. Vaughan	....do	75.00	
	J. R. Jones	....do	75.00	
	G. W. Shaw	....do	75.00	
	J. L. Newell	....do	75.00	
	Sidney Burlingame	....do	75.00	
				$3,049.85
				40,831.17

Contingent fund, House of Representatives—Miscellaneous items, 1889.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
July 18	5230	Nelson J. Ditto:		
		To one metallic thermometer for Committee on Rivers and Harbors, House of Representatives		$2.50
19	5231	M. H. Ford:		
		To pay the expenses of the select committee of the House of Representatives appointed to inquire into the importation of contract laborers, convicts, and paupers, on the order of the chairman and one member of said committee, as per resolution of July 19, 1888		1,000.00
25	5232	John W. Drew:		
		1888.		
		July 14. For 6 boxes, 12 dozen, B. W. soap		27.00
31	5233	B. F. Butler:		
		To rent of two rooms in the building south of the Capitol; one for use of Committee on Indian Depredation Claims, and one for use of Committee on Eleventh Census, from July 1, 1888, to July 30, 1888, inclusive, one month, at rate of $100 per month		100.00
	5234	Virginia Hellen:		
		For washing 265⅝ dozen towels for bath-rooms, House of Representatives, during the month of July, 1888, at 25 cents per dozen		66.41
	5235	Jemima Jenkins:		
		For washing 240 dozen towels for the Doorkeeper's department, House of Representatives, during the month of July, 1888, at 25 cents per dozen		60.00
	5236	Ida Bamiley:		
		For washing 109 dozen towels for Doorkeeper's department, House of Representatives, during the month of July, 1888, at 25 cents per dozen		29.75
	5237	Josie A. Fant:		
		For washing 166 dozen towels for Doorkeeper's department, House of Representatives, during the month of July, 1888, at 25 cents per dozen		41.50

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
July 31	5238	Bessie Johnson:		
		For washing 105 dozen towels for Doorkeeper's department, House of Representatives, during the month of July, 1888, at 25 cents per dozen		$26.25
	5239	Margaret O'Day:		
		For washing 87 dozen towels for Doorkeeper's department, House of Representatives, during the month of July, 1888, at 25 cents per dozen		21.75
	5241	Wm. H. Mobley:		
		For services as clerk to the Committee on Elections, House of Representatives, at $2,000 per annum, from July 1 to July 10, 1888, inclusive (resolution Jan. 24, 1888)		54.35
	5242	Jno. D. O'Connor:		
		For services as clerk to Committee on Eleventh Census of the House of Representatives, at $2,000 per annum, from July 1 to July 10, 1888, inclusive (resolution Jan. 16, 1888)		54.35
	5243	T. C. Catchings, jr.:		
		For services as clerk to the Committee on Levees and Improvements of the Mississippi River, House of Representatives, at $6 per day, from July 1 to July 10, 1888, inclusive (resolution Jan. 16, 1888)		60.00
	5244	M. L. York:		
		For services as clerk to Committee on Expenditures in Navy Department, House of Representatives, at $6 per day, from July 1 to July 10, 1888, inclusive (resolution Jan. 16, 1888)		60.00
	5245	W. B. Councill:		
		For services as clerk to Committee on Expenditures in Department of Justice, House of Representatives, at $6 per day, from July 1 to July 10, 1888, inclusive (resolution Jan. 16, 1888)		60.00
	5246	Wm. W. McDowell:		
		For services as clerk to Committee on Ventilation and Acoustics, House of Representatives, at $6 per day, from July 1 to July 10, 1888, inclusive (resolution Jan. 16, 1888)		60.00
	5247	Joseph M. Kendall:		
		For services as assistant clerk to Committee on Claims, House of Representatives, at $6 per day, from July 1 to July 10, 1888, inclusive (resolution Jan. 16, 1888)		60.00
	5248	J. B. Holloway:		
		For services to prepare digest of claims under the Bowman act, at $2,000 per annum, from July 1 to July 10, 1888, inclusive (resolution Mar. 7, 1888)		54.35
	5249	John R. Cushman:		
		For services as clerk to the select committee investigating construction of Library, at $6 per day, from July 5 to July 10, 1888, inclusive (resolution of Feb. 15, 1888)		36.00
	5250	Thomas A. Coakley:		
		For services as messenger, House of Representatives, for the month of July, 1888, at $1,200 per annum (resolution of Jan. 19, 1888)		101.10
	5251	Sam'l J. R. Long:		
		For services as page in enrolling-room, House of Representatives, for month of July, 1888, at $60 per month (resolution of June 8, 1888)		60.00
	5252	Robert W. Goudelock:		
		For services as conductor of elevator, House of Representatives, at $1,100 per year, from July 1 to July 10, 1888, inclusive (resolution of Jan. 13, 1888)		29.89
	5253	Daniel W. Ratcliffe:		
		For services as conductor of elevator, House of Representatives, at $1,100 per year, from July 1 to July 10, 1888, inclusive (resolution of Jan. 13, 1888)		29.89
	5254	Ralph T. Moses:		
		For services as additional folder seal-room, House of Representatives, for month of July, 1888, at $2.50 per day (resolution of Jan. 24, 1888)		77.50
	5255	Wm. H. Forsyth:		
		For services as messenger (Butler Building) for the month of July, 1888, at $75 per month (resolution of Feb. 21, 1888)		75.00
	5256	W. A. Smith:		
		For services as watchman (Butler Building) for the month of July, 1888, at $60 per month (resolution of Feb. 21, 1888)		60.00

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
July 31	5257	Wm. A. Diggle:		
		For services as additional laborer folding-room, House of Representatives, during the month of July, 1888, at $720 per annum (resolution of Mar. 15, 1888)		$60.60
	5258	A. W. Rockwell:		
		For services as additional laborer folding-room, House of Representatives, during the month of July, 1888, at $720 per annum (resolution of Mar. 15, 1888)		60.60
	5259	W. R. Wilson:		
		For services as additional laborer folding-room, House of Representatives, during the month of July, 1888, at $720 per annum (resolution of Mar. 15, 1888)		60.60
	5260	M. A. Nash:		
		For services as additional laborer, folding-room, House of Representatives, for month of July, 1888, at $720 per annum (resolution March 15, 1888)		60.60
	5261	Edward P. Murray:		
		For services as additional laborer, folding-room, House of Representatives, for month of July, 1888, at $720 per annum (resolution of March 15, 1888)		60.60
	5262	J. S. Stone:		
		For services as additional laborer, folding-room, House of Representatives, for month of July, 1888, at $720 per annum (resolution March 15, 1888)		60.60
	5263	Charles W. Springer:		
		For services as additional laborer, folding-room, House of Representatives, for month of July, 1888, at $720 per annum (resolution March 15, 1888)		60.60
	5264	Thomas G. Moncure:		
		For services as additional laborer, folding-room, House of Representatives, for month of July, 1888, at $720 per annum (resolution of March 15, 1888)		60.60
	5265	W. L. Campbell:		
		For services as additional laborer, folding-room, House of Representatives, for month of July, 1888, at $720 per annum (resolution March 15, 1888)		60.60
	5266	John C. Frizell:		
		For services as additional laborer, folding-room, House of Representatives, for month of July, 1888, at $720 per annum (resolution March 15, 1888)		60.60
	5267	J. T. Buchanan:		
		For services as additional laborer, folding-room, House of Representatives, for month of July, 1888, at $720 per annum (resolution March 15, 1888)		60.60
	5268	William Newman:		
		For services as additional laborer, folding-room, House of Representatives, for month of July, 1888, at $720 per annum (resolution March 15, 1888)		60.60
Aug. 1	5279	G. D. Tillman:		
		To pay the expenses of the special committee of the House to investigate the extent, causes, and effect upon interstate commerce of the continued failure of the Reading Railroad Company to transport such commerce, etc. (on the order of the chairman and one member of said committee, as per resolution February 9, 1888)		1,000.00
7	5281	Jane Ross:		
		For washing 71 dozen towels for Doorkeeper's department, House of Representatives, during the month of July, 1888, at 25 cents per dozen		17.75
8	5284	Richard Rich:		
		For ice furnished United States House of Representatives during the month of July, 1888, 35,325 pounds, at 35 cents per cwt		123.63
	5285	John W. Drew:		
		1888.		
		July 30. For four boxes, 156 pounds castile soap, white, at 20 cents		31.20
	5286	Jno. C. Parker:		
		1888.		
		Aug. 7. For 1 Hammond type-writer	$85.00	
		1 extra record ribbon for Committee on Commerce	1.00	
		1 Hammond type-writer	85.00	
		1 table for same	2.50	
				173.50
	5291	The Argus Company:		
		For the daily Argus, furnished by order of the Clerk, from July 4, 1888, to Sept. 4, 1888, to the Clerk of House of Representatives		1.70

Contingent fund, House of Representatives—Miscellaneous items—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	To
1888. Aug. 8	5292	Gardner G. Howland, treasurer: For the daily and Sunday Herald, furnished by order of the Clerk, from June 30, 1888, to Aug. 31, 1888, to the Clerk of the House of Representatives		
	5293	New York Times: For the daily New York Times, furnished by order of the Clerk, from July 4, 1888, to March 4, 1889, to the Clerk of the House of Representatives		
	5294	Press Publishing Company (New York World): For the World, furnished by order of the Clerk from July 4, 1888, to March 4, 1889, to the Clerk of House of Representatives		
	5295	The Sun, New York: For the daily and Sunday Sun, furnished by order of the Clerk, from July 1, 1888, to Aug. 31, 1888, to the Clerk of the House of Representatives		
	5296	The Star: For the daily and Sunday Star, furnished by order of the Clerk, from July 9, 1888, to Sept. 9, 1888, to the Clerk of the House of Representatives		
	5297	The Tribune Association, New York: For the daily Tribune, furnished by order of the Clerk, from July 4, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		
	5298	Post Publishing Company, Boston, Mass: For the Boston Post, furnished by order of the Clerk, from Aug. 24, 1888, to Oct. 24, 1888, to the Clerk of the House of Representatives		
	5299	The Boston Journal, Boston: For the daily, furnished by order of the Clerk, from July 1 to Sept. 1, 1888, to the Clerk of the House of Representatives		
	5300	The Times Publishing Company, Philadelphia, Pa.: For The Times (daily), furnished by order of the Clerk, from July 4 to Sept. 4, 1888, to the Clerk of the House of Representatives		
	5301	The Press Company, limited (Philadelphia): For the daily edition of The Press, furnished by order of the Clerk, from July 4, 1888, to Sept. 3, 1888, to the Clerk of the House of Representatives		
	5302	A. S. Abell & Co.: For The Sun, furnished by order of the Clerk, from July 3, 1888, to Sept. 2, 1888, to the Clerk of the House of Representatives		
	5303	Chas. C. Fulton & Co.: For the daily American, furnished by order of the Clerk, from July 1 to Sept. 1, 1888, to the Clerk of the House of Representatives		
	5304	Enquirer Company, Cincinnati, Ohio: For the daily Enquirer, furnished by order of the Clerk, from July 4, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		
	5305	The Commercial Gazette Company: For the daily Commercial Gazette, furnished by order of the Clerk, from July 4, 1888, to Sept. 3, 1888, to the Clerk of the House of Representatives		
	5306	The Chicago Times: For The Chicago Times, furnished by order of the Clerk, from July 2 to Sept. 2, 1888, to the Clerk of the House of Representatives		
	5307	Tribune Company, Chicago: For the Chicago Tribune, furnished by order of the Clerk from July 6, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		
	5308	Geo. Knapp & Co.: For the St. Louis Republic, furnished by order of the Clerk from June 30, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		
	5309	The Dispatch Publishing Company, St. Louis: For the Daily Post-Dispatch, furnished by order of the Clerk from July 1 to Sept. 1, 1888, to the Clerk of the House of Representatives		
	5310	Globe Printing Company, St. Louis, Mo.: For the Daily Globe-Democrat, furnished by order of the Clerk from July 1, 1888, to Sept. 1, 1888, to the Clerk of the House of Representatives		

Contingent fund, House of Representatives—Miscellaneous items—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Aug. 8	5311	Kansas City Times Newspaper Company: For the Daily Times, furnished by order of the Clerk from July 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		$2.00
	5312	W. F. Bogart, treasurer: For the Daily Examiner, furnished by order of the Clerk from July 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		4.00
	5313	Alta Californian Publishing Company: For the Daily Alta, furnished by order of the Clerk from July 1 to Sept. 1, 1888, to the Clerk of the House of Representatives		.90
	5314	San Francisco Daily Chronicle: For the Daily Chronicle, furnished by order of the Clerk from July 10, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		4.25
	5315	Nicholson & Co., New Orleans Picayune: For the Daily Picayune, furnished by order of the Clerk from July 4, 1888, to Sept. 4, 1888, to the Clerk of the House of Representatives		2.00
	5316	A. W. Cockerton: For the Daily Times, furnished by order of the Clerk from July 5 to Sept. 5, 1888, to the Clerk of the House of Representatives		2.00
	5317	Courier-Journal Company: For the Daily and Sunday Courier-Journal, furnished by order of the Clerk from July 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		8.00
	5318	Galveston Daily News: For the Galveston Daily News, furnished by order of the Clerk from July 1 to Sept. 1, 1888, to the Clerk of the House of Representatives		2.00
	5319	The Avalanche Company: For the Daily Avalanche, furnished by order of the Clerk from July 3, 1888, to Sept. 3, 1888, to the Clerk of the House of Representatives		2.00
	5320	Constitution Publishing Company: For the Daily Constitution, furnished by order of the Clerk from July 1 to Sept. 31, 1888, to the Clerk of the House of Representatives		2.00
	5321	The Dispatch Company, Richmond, Va.: For the Daily Dispatch, furnished by order of the Clerk from July 1, 1888, to Aug. 31, 1888, to the Clerk of the House of Representatives		1.00
	5322	The Washington Post Publishing Company: For the Post, furnished by order of the Clerk from July 1 to Sept 1, 1888, to the Clerk of the House of Representatives		1.40
13	5324	M. H. Ford: To pay the expenses of the select committee of the House of Representatives appointed to inquire into the importations of contract laborers, convicts and paupers, on the order of the chairman and one member of said committee, as per resolution of July 19, 1888		1,000.00
14	5325	J. W. Boteler & Son: 1888.		
		July 2. To 5 gallons oil, at 25 cents	$1.25	
		4 slop-jars, at $5; 4 dozen tumblers, at $4	9.00	
		5 gallons oil, at $1.25; 2 porcelain-lined coolers, at $3.75	10.00	
		1 porcelain-lined cooler (folding-room)	3.75	
		9. 2 porcelain-lined coolers (Committee on Census)	14.00	
		2 dozen thin tumblers	2.00	
		1 dozen heavy tumblers	1.00	
		1 porcelain-lined water-cooler (Committee on Commerce)	3.75	
				44.75
15	5327	H. A. Glidden: For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries in Alaska, under resolution of May 20, 1888, from the 14th day of August, 1888, to the 15th day of August, 1888, two days, at $2 per day	4.00	
		Travel to Washington from Albion, N. Y., and return, 848 miles, at 5 cents per mile	42.40	
				46.40

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Aug. 15	5328	Woodward & Lothrop:		
		1888.		
		Aug. 9. For 1,989 yards black calico, at 8 cents per yard.	$159.12	
		1 gross black pins	1.44	
		(For draping south wing of the Capitol on the occasion of the death of General P. H. Sheridan.)		
				$160.56
16	5329	George Wardman:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries of the House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Aug. 14, 1888, to Aug. 16, 1888, 3 days, at $2 per day	6.00	
		Travel to Washington, from Pittsburgh and return, 604 miles, at 5 cents per mile	30.20	
				36.20
17	5330	G. Edmonston:		
		1888.		
		Aug. 11. To labor performed by self and men in my employ in draping south wing of United States Capitol on the occasion of the death of General P. H. Sheridan		29.00
	5331	John W. Drew:		
		1888.		
		Aug. 17. For 74 pounds large sponge, at $2.50		185.00
20	5332	M. H. Ford:		
		To pay the expenses of the select committee of the House of Representatives appointed to inquire into the importation of contract laborers, convicts, and paupers, on the order of the chairman and one member of said committee, as per resolution of July 19, 1888		1,000.00
29	5335	M. G. Copeland:		
		1888.		
		Aug. 18. For 1 United States flag, 20 feet		19.80
	5336	Woodward & Lothrop:		
		1888.		
		Aug. 23. For 585¼ yards of black calico at 8 cents	46.84	
		12 gross black pins at 12 cents	1.44	
				48.28
		The above for draping the old portion of the Capitol; one-half to be paid by the Senate		24.14
	5337	M. H. Ford:		
		To pay the expenses of the select committee of the House of Representatives appointed to inquire into the importation of contract laborers, convicts, and paupers, on the order of the chairman and one member of the committee, as per resolution of July 19, 1888		1,000.00
30	5338	W. B. Taylor:		
		For attendance as a witness before the Merchant Marine and Fisheries Committee of the House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from the 28th day of August, 1888, to the 30th day of August, 1888, 3 days, at $2 per day	6.00	
		Travel to Washington from Slayton, Minn., and return, 2,816 miles, at 5 cents per mile	140.80	
				146.80
	5339	Thomas F. Morgan:		
		For attendance as a witness before the Merchant Marine and Fisheries Committee of the House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from August 28, 1888, to August 30, 1888, 3 days, at $2 per day	6.00	
		Travel to Washington from Groton, Conn., and return, 714 miles, at 5 cents per mile	35.70	
				41.70
31	5340	C. A. Williams:		
		For attendance as a witness before the Merchant Marine and Fisheries Committee of the House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Aug. 28 to Aug. 30, 1888, three days, at $2 per day	6.00	
		Travel to Washington from New London, Conn., and return, 710 miles, at 5 cents per mile	35.50	
				41.50

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888. Aug. 31	5341	R. B. Edmondson: For services as clerk to Committee on Merchant Marine and Fisheries of the House of Representatives, at $2,000 per year, from Aug. 24, 1888, to Aug. 31, 1888, inclusive (resolution Aug. 23, 1888)		$43.48
	5342	Samuel J. R. Long: For services as page in enrolling-room, House of Representatives, for the month of August, 1888, at $60 per month (resolution June 8, 1888)		60.00
	5343	Thomas A. Coakley: For services as messenger, House of Representatives, for the month of August, 1888, at $1,200 per year (resolution Jan. 19, 1888)		101.10
	5344	Ralph T. Moses: For services as additional folder, seal-room, House of Representatives, for month of August, 1888, at $2.50 per day (resolution January)		77.50
	5345	Wm. H. Forsyth: For services as messenger, Butler Building, for the month of August, 1888, at $75 per month (resolution Feb. 21, 1888)		75.00
	5346	W. A. Smith: For services as watchman, Butler Building, for month of August, 1888, at $60 per month (resolution Feb. 21, 1888)		60.00
	5347	Wm. A. Diggle: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5348	A. W. Rockwell: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5349	W. B. Wilson: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5350	M. A. Nash: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5351	Edward P. Murray: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5352	J. S. Stone: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5353	Charles W. Springer: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5354	Thomas G. Moncure: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5355	W. I. Campbell: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5356	John C. Frizell: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5357	J. T. Buchanan: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5358	William Newman: For services as additional laborer, folding-room, House of Representatives, for month of August, 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5359	M. M. Parker, agent: For rent of premises known as No. 225 Pennsylvania avenue north-west, in the city of Washington, D. C., for use of additional folding-room, House of Representatives, from July 16, 1888, to August 31, 1888, inclusive, at $100 per month, as per contract dated July 16, 1888 (resolution July 12, 1888)		150.00

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1888.				
Sept. 3.	5374	Ida Bamiley: For washing 116 dozen towels for Doorkeeper's department, House of Representatives, during the month of Aug., 1888, at 25 cents per dozen		
	5375	Richard Rich: For ice furnished United States House of Representatives during the month of Aug., 1888, 41,000 pounds, at 35 cents per cwt		
	5376	Virginia Hellen: For washing 258½ dozen towels for bath room House of Representatives, during the month of Aug., 1888, at 25 cents per dozen		
	5377	Jemima Jenkins: For washing 248 dozen towels for Doorkeeper's department, House of Representatives, during the month of Aug., 1888, at 25 cents per dozen		
	5378	Margaret O'Day: For washing 55 dozen towels for Doorkeeper's department, House of Representatives, during the month of Aug., 1888, at 25 cents per dozen		
	5379	Josie A. Fant: For washing 164 dozen towels for Doorkeeper's department, House of Representatives, during the month of Aug., 1888, at 25 cents per dozen		
	5380	Bessie Johnson: For washing 107 dozen towels for Doorkeeper's department, House of Representatives, during the month of Aug., 1888, at 25 cents per dozen		
	5381	Henry Bacon: 1888. Sept. 3. To pay expenses of the Committee on Manufactures of the House of Representatives to investigate into certain alleged combinations and their methods and effects upon the necessaries of life, and for other purposes (on the order of the chairman and one member of said committee), as per resolution, Mar. 3, 1888, and Aug. 8, 1888		1,
8	5386	Jane Ross: For washing 58 dozen towels for Doorkeeper's department, House of Representatives, during the month of Aug., 1888, at 25 cents per dozen		
10	5388	B. F. Butler: For rent of two (2) rooms in the building south of the Capitol; one (1) for use of Select Committee on Indian Depredation Claims, and one (1) for use of Select Committee on the Eleventh Census, from August 31, 1888, to August 31, 1888, inclusive, one month, at rate of $100 per month (resolution of February 9, 18 8)		
11	5389	Thomas Hudson: 1888. Aug. 27. For amount equal to six months' salary of W. F. Hudson, deceased, late distributing clerk, House of Representatives of the United States, at $1,800 per year (resolution of August 27, 1888)		
	5390	T. J. Hudson: For funeral expenses of W. F. Hudson, late distributing clerk, House of Representatives, to wit: 1888. Aug. 28. Providence Hospital	$20.00	
		J. O. Stanton, M. D	30.00	
		Sept. 7. Hobein Bros., undertakers	16.00	
		Expenses at funeral (resolution of August 27, 1888)	12.00	
	5391	J. William Lee: 1888. Aug. 28. For funeral expenses of W. F. Hudson, late distributing clerk, House of Representatives, to wit:		
		Black cloth casket and case	125.00	
		Engraved plate for casket	5.00	
		Hearse to depot	6.00	
		Shroud for corpse	12.00	
		Shaving corpse	5.00	
		Preservation of corpse (resolution of August 27, 1888	15.00	

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Sept. 17	5393	H. H. McIntyre:		
		For attendance as a witness before Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, on August 17, 1888.	$2.00	
		Travel to Washington from San Francisco, Cal., and return, 6,334 miles, at 5 cents per mile	316.70	
				$318.70
Sept. 19	5395	The Argus Company (Albany, N. Y.):		
		For the daily Argus, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		5.10
	5396	Post Publishing Company (Boston, Mass.):		
		For the Boston Post, furnished by order of the Clerk, from Oct. 24, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		2.12
	5397	Journal Newspaper Company (Boston, Mass.):		
		For the Boston Daily Journal, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of House of Representatives		3.06
	5398	Gardner G. Howland, treasurer (New York Herald):		
		For the New York Herald, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		5.10
	5399	W. M. Laffan, manager (New York Sun):		
		For the daily Sun, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		3.06
	5400	The Star (New York):		
		For the Star, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		3.50
	5401	The Press Company, Limited (Philadelphia):		
		For the Press, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		3.85
	5402	The Times Publishing Company:		
		For the Times, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		2.50
	5403	A. S. Abell & Co.:		
		For the Sun, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		3.08
	5404	C. C. Fulton & Co.:		
		For the daily American, Baltimore, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		2.51
	5405	The Commercial-Gazette Company:		
		For the Daily Commercial-Gazette, furnished by order of the Clerk, from Sept. 4, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		7.00
	5406	The Chicago Times:		
		For the Daily Times, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		4.06
	5407	The Dispatch Publishing Company, St. Louis:		
		For the Post-Dispatch, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		5.00
	5408	Globe Printing Company, St. Louis:		
		For the Daily Globe-Democrat, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		6.00
	5409	Kansas City Times Newspaper Company:		
		For the Kansas City Daily Times, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		5.00
	5410	A. W. Cockerton, business manager N. O. Times-Democrat:		
		For the Times-Democrat, furnished by order of the Clerk, from Sept. 5, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		6.00
	5411	Nicholson & Co. (N. O. Picayune):		
		For the Daily Picayune, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		6.00
	5412	Memphis Avalanche Company:		
		To the Daily Avalanche, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		5.00

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Sept. 19	5413	A. H. Belo & Co.:		
		For the Galveston Daily News, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		$5.65
	5414	Atlanta Constitution:		
		For the Daily Constitution, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		5.20
	5415	The Dispatch Company, Richmond, Va.:		
		For the Richmond Dispatch, furnished by order of the Clerk, from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		3.00
	5416	Alta California Publishing Company:		
		For the Daily Alta, furnished by order of the Clerk, from Sept. 10, 1888, to Mar. 4, 1889, to Clerk of House of Representatives		2.25
20	5417	Henry W. Elliott:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Aug. 18, 1888, to Aug. 20, 1888, 3 days, at $2 per day	$6.00	
		Travel to Washington from Cleveland, Ohio, and return, 1,026 miles, at 5 cents per mile	51.30	
				57.30
21	5419	Jno. W. Drew:		
		1888.		
		Sept. 12. 12 dozen Mount Eagle tripoli	9.60	
		6 dozen roach paste	15.00	
		22 pounds of aq. ammonia	7.36	
		Carboy	1.50	
		20 pounds rotten-stone	3.00	
				36.46
	5420	Geo. T. Howard:		
		1888.		
		Sept. 12. For inspecting one scale in office of chief engineer, House of Representatives		2.00
22	5422	M. H. Ford:		
		To pay the expenses of the select committee of the House of Representatives appointed to investigate into the importation of contract laborers, convicts, and paupers, on the order of the chairman and one member of the committee, as per resolution of July 19, 1888		1,000.00
27	5424	Robert Beall:		
		1888.		
		July 27. 1 Webster's Dictionary, indexed		11.00
	5426	George R. Tingle:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries of House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Sept. 18, 1888, to Sept. 24, 1888, 7 days' travel to Washington from San Francisco, Cal., and return, 6,334 miles, at 5 cents per mile		316.70
30	5427	M. M. Parker, agent:		
		For rent of premises known as No. 225 Pennsylvania avenue, N. W., in the city of Washington, D. C., for use of additional folding-room, House of Representatives, from Sept. 1, 1888, to Oct. 1, 1888, at $100 per month, as per contract dated July 16, 1888 (resolution July 12, 1888)		100.00
	5428	B. F. Butler:		
		For rent of two (2) rooms in the building south of the Capitol: one (1) for use of Committee on Indian Depredation Claims, and one (1) for use of Committee on Eleventh Census, from Sept. 1 to Sept. 30, 1888, inclusive, at rate of $100 per month (resolution Feb. 9, 1888)		100.00
	5429	R. B. Edmondson:		
		For services as clerk to the Committee on Merchant Marine and Fisheries of the House of Representatives for the month of Sept., 1888, at $2,000 per annum (resolution Aug. 23, 1888)		163.00
	5430	Saml. J. R. Long:		
		For services as page in enrolling-room of the House of Representatives for the month of Sept., 1888, at $60 per month (resolution June 8, 1888)		60.00
	5431	Thomas A. Coakley:		
		For services as messenger of the House of Representatives, for the month of Sept., 1888, at $1,200 per year (resolution Jan. 19, 1888)		97.80

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888. Sept. 30	5432	Ralph T. Moses: For services as additional folder seal-room, House of Representatives, for the month of Sept., 1888, at $2.50 per day (resolution Jan. 24, 1888)		$75.00
	5433	Wm. H. Forsyth: For services as messenger, Butler building, House of Representatives, for the month of Sept., 1888, at $75 per month (resolution Feb. 21, 1888)		75.00
	5434	W. A. Smith: For services as watchman, Butler building, House of Representatives, for the month of Sept., 1888, at $60 per month (resolution Feb. 21, 1888)		60.00
	5435	Charles W. Springer: For services as additional laborer, folding-room, House Representatives, for the month of Sept., 1888, at $720 per annum (resolution Mar. 15, 1888)		58.80
	5436	M. A. Nash: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5437	J. S. Stone: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5438	Edward P. Murray: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5439	W. B. Wilson: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Sept. 1 to Sept. 10, 1888, inclusive (resolution of Mar. 15, 1888)		19.57
	5440	A. W. Rockwell: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5441	W. H. P. Bryan: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Sept. 11 to Sept 30, 1888, inclusive (resolution of Mar. 15, 1888)		39.23
	5442	Wm. A. Diggle: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5443	Thomas G. Moncure: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5444	John C. Frizell: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5445	W. J. Campbell: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5446	J. T. Buchanan: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5447	William Newman: For services as additional laborer, folding-room, House of Representatives, for the month of Sept., 1888, at $720 per annum (resolution of Mar. 15, 1888)		58.80
	5448	Nelson J. Ditto: 1888. Aug. To one standard thermometer, for Committee on Accounts		2.50
	5449	John H. Gheen: 1888. Aug. 11. For 2 carriages (Sheridan's funeral)	$20.00	
		24. For 2 carriages, call of the House	10.00	
		25. For 2 carriages, call of the House	10.00	
				40.00
	5450	Richard Rich: For ice furnished United States House of Representatives during the month of Sept., 1888; 3,400 pounds, at 35 cents per cwt		119.00

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Oct. 2	5461	Jemima Jenkins: For washing 204 dozen towels for Doorkeeper's department, House of Representatives, during the month of Sept., 1888, at 25 cents per dozen		$51.00
	5462	Josie A. Fant: For washing 115 dozen towels for Doorkeeper's department, House of Representatives, during the month of Sept., 1888, at 25 cents per dozen		28.75
	5463	Bessie Johnson: For washing 93 dozen towels for Doorkeeper's department, House of Representatives, during the month of Sept., 1888, at 25 cents per dozen		23.25
	5464	Ida Bamiley: For washing 93 dozen towels for Doorkeeper's department, House of Representatives, during the month of Sept., 1888, at 25 cents per dozen		23.25
	5465	Margaret O'Day: For washing 50 dozen towels for Doorkeeper's department, House of Representatives, during the month of Sept., 1888, at 25 cents per dozen		12.50
	5466	Oliver Stahlnecker: For attendance as a witness before the select committee of the House of Representatives, investigating charges of improper conduct in a member of the House (under resolution of Sept., 4, 1888) from Sept. 21, to Sept. 27, 1888, five days, at $2 per day	$10.00	
		Travel to Washington from Yonkers, N. Y., and return, 502 miles, at 5 cents per mile	25.10	
				35.10
	5467	Michael Cardoza: For attendance as a witness before the select committee of the House of Representatives, investigating charges of improper conduct on the part of a member of the House, under resolution of Sept. 4, 1888, from Sept. 21, 1888, to Sept. 27, 1888, five days, at $2 per day	10.00	
		Travel to Washington from New York City and return, 456 miles, at 5 cents per mile	22.80	
				32.80
	5468	J. Paul Jones: For attendance as a witness before the select committee of the House of Representatives, investigating the charges of improper conduct on the part of a member of the House of Representatives, under resolution of Sept. 4, 1888, from Sept. 15, 1888, to Sept. 27, 1888, six days, at $2 per day		12.00
	5469	D. A. Lewsley: For attendance as a witness before the select committee of the House of Representatives, investigating the charges of improper conduct on the part of a member of the House, under resolution of Sept. 4, 1888, from Sept. 18, 1888, to Sept. 27, 1888, four days, at $2 per day		8.00
	5470	R. J. Bright: For attendance as a witness before the select committee of the House of Representatives, investigating the charges of improper conduct on the part of a member of the House, under resolution of Sept. 4, 1888, for Sept. 27, 1888, one day, at $2 per day		2.00
	5471	John C. Fay: For attendance as a witness before the select committee of the House of Representatives, investigating the charges of improper conduct on the part of a member of the House, under resolution of Sept. 4, 1888, for Sept. 27, 1888, one day, at $2 per day		2.00
4	5476	Virginia Hellen: For washing 223¼ dozen towels for bath-rooms, House of Representatives, during the month of Sept., 1888, at 25 cents per dozen		55.91
	5480	Jane Ross: For washing 42 dozen towels for Doorkeeper's department, House of Representatives, during the month of Sept., 1888, at 25 cents per dozen		10.50
Oct. 10	5482	Henry Bacon: To pay expenses of the Committee on Manufactures of the House of Representatives to investigate into certain alleged combinations and their methods and effects upon the necessaries of life, and for other purposes, on the order of the chairman and one member of said committee, as per resolution Mar. 3, 1888, and Aug. 8, 1888		1,000.00

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Oct. 12	5484	Wyckoff, Seamans & Benedict:		
		1888.		
		Sept. 6. To one No. 2 type-writer, head only, No. 33101,	$80.00	
		Speaker's room	30.00	
		one 8-drawer top cabinet, Speaker's room	2.00	
		one copy-holder, Speaker's room		
		Oct. 4. Repairs on type-writer No. 14,295 (Committee on Territories)	.50	$112.50
20	5486	R. B. Edmondson: For services as clerk to the Committee on Merchant Marine and Fisheries of the House of Representatives for the month of Oct., 1888, at $2,000 per annum (resolution Aug. 23, 1888)		166.50
	5487	Jno. H. Carter: For services as additional clerk to the Committee on Enrolled Bills, House of Representatives, for the month of Oct., 1888, at $6 per day from Oct. 4 to 31, 1888, inclusive (resolution Oct. 4, 1888)		166.00
	5488	Thomas A. Coakley: For services as messenger of the House of Representatives for the month of Oct., 1888, at $1,200 per year (resolution Jan. 19, 1888)		101.10
	5489	Ralph T. Moses: For services as additional folder, seal-room, House of Representatives, for the month of Oct., 1888, at $2.50 per day (resolution Jan. 24, 1888)		77.50
	5490	William H. Forsyth: For services as messenger, Butler building, 1 House of Representatives, for the month of Oct., 888, at $75 per month (resolution Feb. 21, 1888)		75.00
	5491	W. A. Smith: For services as watchman, Butler building, House of Representatives, for the month of Oct., 1888, at $60 per month (resolution Feb. 21, 1888)		60.90
	5492	Charles W. Springer: For services as additional laborer, folding-room, House of Representatives, for month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5493	M. A. Nash: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5494	J. S. Stone: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5495	Edward P. Murray: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5496	A. W. Rockwell: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5497	W. H. P. Bryan: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5498	Wm. A. Diggle: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5499	Thomas G. Moncure: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5500	John C. Frizell: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5501	W. I. Campbell: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60
	5502	J. T. Buchanan: For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		60.60

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Oct. 20	5508	William Newman:		
		For services as additional laborer, folding-room, House of Representatives, for the month of Oct., 1888, at $720 per annum (resolution Mar. 15, 1888)		$60.00
30	5545	Scheller & Stevens:		
		1888.		
		Aug. 13. For 2 dozen combs	$6.00	
		18. 1 dozen feather dusters	21.00	
		1 dozen bath brushes	10.00	
				37.00
	5546	T. J. Luttrell:		
		1888.		
		Oct. 19. For 5 dozen linen towels, at $2.75		13.75
	5547	W. B. Drury:		
		1888.		
		Oct. 1. To railroad fare to Oakland, Md	13.15	
		hotel bill	2.75	
		livery	1.50	
				17.40
		The above expense was incurred in serving subpœna upon witness to appear before Committee on Military Affairs per order of J. P. Leedom, Sergeant-at-Arms, House of Representatives.		
31	5550	M. M. Parker:		
		For rent of premises known as No. 225 Pennsylvania avenue northwest in the city of Washington, D. C., for use of additional folding-room, House of Representatives, from Oct. 1, 1888, to Nov. 1, 1888, at $100 per month, as per contract dated July 16, 1888 (resolution July 12, 1888)		100.00
	5551	Richard Rich:		
		For ice furnished United States House of Representatives during the month of Oct., 1888, 21,000 pounds, at 35 cents per cwt		73.50
	5552	Jemima Jenkins:		
		For washing 162 dozen towels for Doorkeeper's department, House of Representatives, during the month of Oct., 1888, at 25 cents per dozen		40.50
	5553	Virginia Hellen:		
		For washing 147$\frac{4}{12}$ dozen towels for the bath-rooms, House of Representatives, during the month of Oct., 1888, at 25 cents per dozen		36.87
	5554	Josie A. Fant:		
		For washing 76 dozen towels for Doorkeeper's department, House of Representatives, during the month of Oct., 1888, at 25 cents per dozen		19.00
	5555	Margaret O'Day:		
		For washing 36 dozen towels for Doorkeeper's department, House of Bepresentatives, during the month of Oct., 1888, at 25 cents per dozen		9.00
	5556	Ida Bamiley:		
		For washing 57 dozen towels for Doorkeeper's department, House of Representatives, during the month of October, 1888, at 25 cents per dozen		14.25
	5557	Jane Ross:		
		For washing 32 dozen towels for Doorkeeper's department, House of Representatives, during the month of October, 1888, at 25 cents per dozen		8.00
	5558	John W. Drew:		
		1888.		
		Oct. 10. To 1 dozen 4-inch flat varnish brushes		12.00
	5562	Bessie Johnson:		
		For washing 41 dozen towels for Doorkeeper's department, House of Representatives, during the month of October, 1888, at 25 cents per dozen		10.25
	5563	B. F. Butler:		
		1888.		
		Oct. 31. For rent of two rooms in the building south of the Capitol; one for the use of the Committee on Indian Depredation Claims, and one for the use of the Committee on the Eleventh Census, from the 1st to the 31st of October, 1888, at rate of $100 per month (resolution Feb. 9, 1888, to Oct. 18, 1888)		100.00
Nov. 20	5571	J. S. Stone:		
		For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		39.13

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what object.	Amount.	Total.
1888.				
Nov. 20	5572	Edward P. Murray: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		$39.13
	5573	A. W. Rockwell: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		39.13
	5574	W. H. P. Bryan: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		39.13
	5575	William A. Diggle: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		39.13
	5576	Thomas G. Moncure: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		49.13
	5577	John C. Frizell: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		39.13
	5578	W. I. Campbell: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		39.13
	5579	J. T. Buchanan: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		39.13
	5580	William Newman: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		39.13
	5581	M. A. Nash: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 1, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		39.13
	5582	W. H. Miller: For services as additional laborer, folding-room, House of Representatives, at $720 per annum, from Nov. 2, 1888, to Nov. 20, 1888, inclusive (resolution Mar. 15, 1888)		37.17
21	5584	R. O. Holtzman: For rent of second, third, and fourth floors of house situated on the northwest corner of Seventeenth street and Pennsylvania avenue, northwest, from the 1st day of August to the last day of October, three months, at the rate of $100 per month, for the use of the clerks employed under the direction of the Committee on Rules, in preparing the General Index of the Journals of Congress (deficiency act, Oct. 19, 1888)		300.00
30	5589	Thomas A. Coakley: For services as messenger of the House of Representatives, for the month of November, 1888, at $1,200 per year		97.80
	5590	Virginia Hellen: For washing 86 dozen towels for bath-rooms, House of Representatives, for the month of November, 1888, at 25 cents per dozen		21.50
30	5599	Jemima Jenkins: For washing 153 dozen towels for Doorkeeper's department, House of Representatives, during the month of November, 1888, at 25 cents per dozen		38.25
Dec. 4	5614	Ida Bamily: For washing 65 dozen towels for Doorkeeper's department, House of Representatives, during the month of November, 1888, at 25 cents per dozen		16.25
	5615	Josie Fant: For washing 78 dozen towels for Doorkeeper's department, House of Representatives, during the month of November, 1888, at 25 cents per dozen		19.50

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 11	5656	Robert O. Holtsman: 1888. Nov. 30. For the rent of the second floor of the premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue northwest, for the month of November, 1888, for the use of the clerks employed under the direction of the Committee on Rules in preparing the General Index of the Journal of Congress (deficiency act Oct. 19, 1888).....	.....	$100.00
	5667	Rich & Co.: For ice furnished United States House of Representatives during the month of November, 1888, 12,550 pounds, at 35 cents per cwt.....	.....	43.42
17	5691	M. H. Ford: To pay the expenses of the select committee of the House of Representatives appointed to investigate into the importation of contract laborers, convicts, and paupers, on the order of the chairman and one member of the committee, as per resolution of Dec. 17, 1888.....	.....	1,000.00
	5692	M. H. Ford: To pay the expenses of the select committee of the House of Representatives appointed to investigate into the importation of contract laborers, convicts, and paupers, on the order of the chairman and one member of the committee, as per resolution Dec. 17, 1888...	.....	1,000.00
18	5693	M. M. Parker: 1888. Nov. 30. For rent of premises known as No. 225 Pennsylvania avenue northwest, in the city of Washington, D. C., for the use of additional folding-room, House of Representatives, from Nov. 1, 1888, to Dec. 1, 1888, at $100 per month, as per contract dated July 16, 1888.....	.....	100.00
	5694	B. F. Butler: 1888. Nov. 30. For rent of two rooms in the building south of the Capitol; one for the use of the Committee on Indian Depredation Claims and one for the use of the Committee on Eleventh Census, from the 1st to the 30th day of Nov., 1888, at the rate of $100 per month (resolution Oct. 18, 1888)..	.....	100.00
	5695	R. B. Edmondson: For services as clerk to the Committee on Merchant Marine and Fisheries of House of Representatives for the month of Nov., 1888, at $2,000 per annum (resolution Aug. 23, 1888).....	.....	163.00
	5696	Henry T. Lyle: For services as clerk to the Committee on Manufactures of the House of Representatives for the month of Nov., 1888, at $6 per day, and for 1st and 2d days of Dec., 1888 (resolution Oct. 20, 1888).....	.....	192.00
	5697	R. T. Merrifield: For services as session messenger, post-office of the House of Representatives, at $800 per session, from Nov. 19 to Dec. 2, 1888, inclusive (resolution Oct. 20, 1888)	.....	62.57
	5698	Franklin A. Rooney: For services as session messenger, post-office of the House of Representatives, at $800 per session, from Nov. 19 to Dec. 2, 1888, inclusive (resolution Oct. 20, 1888).....	.....	62.57
	5699	John Stack: For services as session messenger, post-office of the House of Representatives, at $800 per session, from Nov. 19, to Dec. 2, 1888, inclusive (resolution Oct. 20, 1888).....	.....	62.57
	5700	W. C. Davis, jr.: For services as session messenger, post-office of the House of Representatives, at $100 per month, from Nov. 19 to Dec. 2, 1888, inclusive (resolution Oct. 20, 1888).....	.....	46.66
	5701	John T. Healy: For services as session messenger, post-office of the House of Representatives, at $100 per month, from Nov. 19 to Dec. 2, 1888, inclusive (resolution Oct. 20, 1888)	.....	46.66

Contingent fund, House of Representatives—Miscellaneous items—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 18	5702	H. J. Jackson: For services as session messenger post-office, House of Representatives, at $100 per month, from Nov. 19 to Dec. 2, 1888, inclusive (resolution Oct. 20, 1888)		$46.66
	5703	Junius Wingfield: For services as session messenger post-office of the House of Representatives, at $100 per month, from Nov. 19 to Dec. 2, 1888, inclusive (resolution Oct. 20, 1888		46.66
	5704	Ralph T. Moses: For services as additional folder, seal-room of the House of Representatives for the month of Nov., 1888, at $2.50 per day (resolution Oct. 20, 1888)		75.00
	5705	T. K. Hackman: For services as riding page of the House of Representatives for the month of Nov., 1888, at $2.50 per day (resolution Oct. 20, 1888)		75.00
	5706	Richard Rhea: For services as page of the House of Representatives for the month of Nov., 1888, at $2.50 per day (resolution Oct. 20, 1888)		75.00
	5707	Robert Coates: For services as cloak-room laborer of the House of Representatives for the month of Nov., 1888, at $50 per month, and for 1st and 2d days of Dec., 1888 (resolution Oct. 19, 1888)		53.22
	5708	L. S. Carey: For services as cloak-room laborer of the House of Representatives for the month of Nov., 1888, at $50 per month, and for 1st and 2d days of Dec., 1888 (resolution Oct. 19, 1888)		53.22
	5709	W. H. Jones: For services as cloak-room laborer of the House of Representatives for the month of Nov., 1888, at $50 per month, and for 1st and 2d days of Dec., 1888 (resolution Oct. 19, 1888)		53.22
	5710	Arthur Lucas: For services as cloak-room laborer of the House of Representatives for the month of Nov., 1888, at $50 per month, and for 1st and 2d days of Dec., 1888 (resolution Oct. 19, 1888)		53.22
	5711	J. A. Savoy: For services as cloak-room laborer of the House of Representatives for the month of Nov., 1888, at $50 per month, and for 1st and 2d days of Dec., 1888 (resolution Oct. 19, 1888)		53.22
	5712	John W. Williams: For services as cloak-room laborer of the House of Representatives for the month of Nov., 1888, at $50 per month, and for first and second days of Dec., 1888 (resolution Oct. 19, 1888)		53.22
	5713	James Brent: For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		60.00
	5714	James Butler: For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		60.00
	5715	G. W. Fisher: For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		60.00
	5716	S. W. Diggs: For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		60.00
	5717	J. H. Hatcher: For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		60.00
	5718	E. Hawkins: For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		60.00
	5719	C. F. Holbrook: For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		60.00

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 18	5720	Kendall Lee:		
		For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		$60.00
	5721	Alexander Tyler:		
		For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		60.00
	5722	Albert Williamson:		
		For services as session laborer of the House of Representatives for the month of Nov., 1888, at $60 per month (resolution Oct. 20, 1888)		60.00
	5723	Thomas J. Luttrell:		
		1888.		
		Dec. 1. For 50 dozen huckaback towels, at $3		150.00
	5724	John E. Powell:		
		1888.		
		Dec. 10. For preparing and furnishing the Committee on Public Buildings and Grounds of the House of Representatives of the United States, plans and specifications for the installation of an electric-light and call system for the House of Representatives, $350, under resolution of the House of Representatives of July 24, 1888		350.00
	5725	John W. Drew:		
		1888.		
		Dec. 6. For carboy of ammonia	$10.50	
		2 dozen feather dusters	35.00	
		400 pounds sal soda	8.00	
		4½ gallons alcohol	12.37	
				65.87
	5726	Chesapeake and Potomac Telephone Company:		
		1888.		
		Sept. 30. Exchange rental for Speaker's room from July 1 to Sept. 30, 1888, at $112.50	28.12	
		Exchange rental for Appropriations Committee from July 1 to Sept. 30, 1888, at $112.50	28.12	
		Exchange rental for members' lobby from July 1 to Sept. 30, 1888, at $112.50	28.12	
		Exchange rental for House post-office from July 1 to Sept. 30, 1888, at $100	25.00	
		Exchange rental for House post-office stables from July 1 to Sept. 30, 1888, at $60	15.00	
		Exchange rental for House messengers' room from July 1 to Sept. 30, 1888, at $60	15.00	
		Exchange rental for stationery-room from July 1 to Sept. 30, 1888, at $60	15.00	
		For rent of private line connecting folding-room, Capitol, with folding-room, East Capitol street, from July 1 to Sept. 30, 1888, at $100	25.00	
		For rent of private line connecting Clerk's office with Government Printing Office, from July 1 to Sept. 30, 1888, at $30	7.50	
		For rent of private line connecting Committee on Printing with Government Printing Office, from July 1 to Sept. 30, 1888, at $100	25.00	
				211.86
	5731	J. H. Sheehan:		
		1888.		
		Dec. 8. For 15 new badges for pages, at $1.25	18.75	
		Repairing 18 badges, at 50 cents	9.00	
				27.75
20	5745	George Wardman:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the Alaska seal fisheries, under resolution of May 21, 1888, from Dec. 19, 1888, to Dec. 20, 1888, 2 days, at $2 per day	4.00	
		Travel to Washington from Pittsburgh, Pa., and return, 604 miles, at 5 cents per mile	30.20	
				34.20
	5750	John E. Powell:		
		1888.		
		Dec. 17. To lithographing 200 copies of floor plans of United States Capitol, and 200 copies of fixtures and machine plan	115.00	
		To "hand-work" on 200 copies of floor plans	35.00	
		To printing 100 copies of specifications	58.00	
				208.00

Contingent fund—House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 20	5751	Thomas A. Coakley:		
		For services as messenger, House of Representatives, for the month of December, 1888, at $1,200 per annum		$101.10
	5752	R. B. Edmondson:		
		For services as clerk to the Committee on Merchant Marine and Fisheries, of the House of Representatives, for the month of December, 1888, at $2,000 per annum (resolution Aug. 23, 1888)		168.50
	5753	Thomas J. Luttrell:		
		1888.		
		Dec. 5. 10 dozen towels, at $3	$30.00	
		3 gross file laces, at $1	3.00	
				33.00
	5754	J. W. Boteler & Son:		
		1888.		
		Aug. 10. 6 brown spittoons	2.00	
		Sept. 21. ½ dozen large pitchers	5.00	
		6 dozen tumblers	6.00	
		Nov. 14. 5 gallons oil	1.25	
		Dec. 14. 2 dozen tumblers	2.00	
				16.25
	5755	H. A. Glidden:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries of House of Representatives, investigating the Alaska fur seal fisheries, under resolution of May 21, 1888, from Dec. 20, 1888, to Dec. 21, 1888, two days, at $2 per day	4.00	
		Travel to Washington from Albion, N. Y., and return, 848 miles, at 5 cents per mile	42.40	
				46.40
21	5769	Scheller & Stevens:		
		1888.		
		Nov. 13. 1 dozen bath-brushes	10.00	
		2 dozen hair-brushes	24.00	
		6 boxes brown Windsor soap	27.00	
		Dec. 3. 1 dozen combs	3.00	
		1 dozen chamois skins	7.00	
		5. 1 dozen feather dusters	18.00	
		1 dozen hat-brushes	4.00	
		1 dozen nail-brushes	6.00	
		1 dozen cloth-brushes	8.00	
		10. 1 dozen hair-brushes	12.00	
		1 dozen nail-brushes	6.00	
		1 dozen combs	3.00	
				128.00
22	5771	William Gavitt:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the Alaska seal fisheries, under resolution of May 21, 1881, from Dec. 19, 1888, to Dec. 22, 1888		
		Travel to Washington from Evansville, Ind., and return, 1,572 miles, at 5 cents per mile		78.60
	5772	Thomas F. Ryan:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the Alaska fur seal fisheries, under resolution of May 21, 1888, from Dec. 19, 1888, to Dec. 22, 1888, 4 days, at $2 per day	8.00	
		Travel to Washington from Indianapolis, Ind., and return, 1,328 miles, at 5 cents per mile	66.40	
				74.40
21	5781	M. M. Parker:		
		1888.		
		Dec. 31. For rent of premises known as No. 225 Pennsylvania avenue northwest, in the city of Washington, D. C., for the use of additional folding-room, House of Reprsentatives, from Dec. 1, 1888, to Jan. 1, 1889, at $100 per month, as per contract dated July 16, 1888		100.00
	5782	B. F. Butler:		
		1888.		
		Dec. 31. For rent of two rooms in the building south of the Capitol; one for the use of the Committee on Indian Depredation Claims, and one for the use of the Committee on the Eleventh Census, from the 1st to the 31st day of December, 1888, at rate of $100 per month (resolution Oct. 18, 1888)		100.00

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 31	5783	R. O. Holtzman:		
		1888.		
		Dec. 31. For the rent of the second floor of premises situated on northwest corner of Seventeenth street and Pennsylvania avenue northwest, for the month of December, 1888, for the use of the clerks employed under direction of the Committee on Rules, in preparing the general index of the Journals of Congress (act Oct. 19, 1888)		$100.00
	5784	Virginia Hellen:		
		1888.		
		Dec. 31. For washing 230½ dozen towels for bathrooms, House of Representatives, during the month of December, 1888, at 25 cents per dozen		57.66
	5788	Jemima Jenkins:		
		1888.		
		Dec. 31. For washing 300 dozen towels for Doorkeeper's department, House of Representatives, during the month of December, 1888, at 25 cents per dozen		75.00
	5789	M. G. Copeland & Co.:		
		1888.		
		Dec. 21. For one United States flag for House of Representatives		19.80
1889.				
Jan. 2	5792	Josie A. Fant:		
		For washing 159 dozen towels for Doorkeeper's department, House of Representatives, during the month of December, 1888, at 25 cents per dozen		39.75
	5793	Bessie Johnson:		
		For washing 95 dozen towels for Doorkeeper's department, House of Representatives, during the month of December, 1888, at 25 cents per dozen		23.75
	5794	L. H. Schneider's Son:		
		1888.		
		Aug. 18. ½ dozen galvanized buckets, at $7, $3.50; 1 dozen brooms, $4.50	$8.00	
		20. ½ dozen large cedar buckets, at $8	4.00	
		Sept. 6. 12 pounds rope, at 15 cents	1.80	
		7. 1 dozen medium whisks, $3; 1 dozen large whisks, $3.50	6.50	
		19. 2 galvanized iron brackets, at $1.10	2.20	
		Oct. 10. 3 galvanized coal hods, at 65 cents, $1.95; 1 handle axe, $1.15; 1 dozen corn brooms, $4.50	7.60	
		12. 6 glass shades for lanterns, at 25 cents, $1.50; 2 dozen lamp-wicks, at 10 cents, 20 cents	1.70	
		18. 22 sheets mica	2.00	
		22. 1 spade	1.00	
		Nov. 12. 1 gross desk key blanks, $3.60; 1 gross table key blanks, 4.25; 1 gross book-case key blanks, $3.60	11.45	
		1 dozen files, assorted	8.00	
		28. 1 bench vice, $4.75; 3 twist drills, 50 cents	5.25	
		Dec. 4. 1 dozen corn brooms, $4.50; 1 dozen corn whisks, $3.50	8.00	
		2 dozen blacking brushes, at $10, $20; 2 dozen blacking dips, at $3, $6	26.00	
		13. 1 dozen blacking brushes, $10; 1 dozen blacking dips, $3	13.00	
		1 dozen corn whisks, $3.50; 1 dozen dust brushes, $3.75	7.25	
		½ dozen dust pans, at $2.25, $1.13; 1 dozen boxes French blacking, $1.10	2.23	
		15. 1½ dozen hair sweeps, at $24	36.00	
		20. 1 dozen mouse traps	1.00	
				147.98
	5795	H. R. Perkins:		
		1888.		
		Dec. 20. For 1 barrel "Eagle Mill" powder, for cleaning and scouring		87.68
	5797	Richard Rich:		
		1888.		
		Dec. 31. To 14,300 pounds of ice, furnished during the month of December, 1888, to House of Representatives, at 35 cents per 100 pounds		50.05

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 3	5798	Chesapeake and Potomac Telephone Company:		
		1888.		
		Dec. 31. Exchange rental for Speaker's room from Oct. 1 to Dec. 31, 1888, at $112.50	$28.12	
		Exchange rental for Appropriations Committee from Oct. 1 to Dec. 31, 1888, at $112.50	28.12	
		Exchange rental for members' lobby from Oct. 1 to Dec. 31, 1888, at $112.50	28.12	
		Exchange rental for House post-office from Oct. 1 to Dec. 31, 1888, at $100	25.00	
		Exchange rental for House post-office stables from Oct. 1 to Dec. 31, 1888, at $60	15.00	
		Exchange rental for House messenger-room from Oct. 1 to Dec. 31, 1888, at $60	15.00	
		Exchange rental for stationery-room from Oct. 1 to Dec. 31, 1888, at $60	15.00	
		Rent of private line connecting Clerk's office with Government Printing Office from Oct. 1 to Dec. 31, 1888, at $30	7.50	
		Rent of private line connecting Committee on Printing with Government Printing Office from Oct. 1 to Dec. 31, 1888, at $100	25.00	
		Rent of private line connecting folding-room, Capitol, with branch folding-room, East Capital street, from Oct. 1 to Dec. 31, 1888, at $100	25.00	
				$211.86
	5799	Ida Bamiley:		
		To washing 92 dozen towels for Doorkeeper's department, House of Representatives, during the month of Dec., 1888, at 25 cents per dozen		23.00
4	5806	Geo. C. Langley:		
		1889.		
		Jan. 3. To use of coupé, ordered by Sergeant-at-Arms, House of Representatives, United States, on a call of the House		2.50
7	5809	L. G. Shepard:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, for the 7th day of Jan., 1889		
		Travel to Washington from San Francisco, Cal., and return, 6,331 miles, at 5 cents per mile		316.70
	5810	Chas. A. Abbey:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, for the 7th day of January, 1889		
		Travel to Washington from Boston, Mass., and return, 916 miles, at 5 cents per mile		45.80
	5811	H. E. Nichols:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, for January 7, 1889		
		Travel to Washington from San Francisco, Cal., and return, 6,334 miles, at 5 cents per mile		316.70
	5813	Joseph B. Johnston:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, for January 7, 1889		
		Travel to Washington from San Francisco, Cal., and return, 6,334 miles, at 5 cents per mile		316.70
8	5821	Simeon Mellovidoff:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Jan. 7 to Jan. 9, 1889, 2 days, at $2 per day	4.00	
		Travel to Washington from San Francisco, Cal., and return, 6,224 miles, at 5 cents per mile	316.70	
				320.70

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 8	5822	George R. Tingle:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, for the 8th day of January, 1889		
		Travel to Washington from San Francisco, Cal., and return, 6,334 miles, at 5 cents per mile		$316.70
9	5823	Thomas Wilkinson:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Jan. 7, 1889, to Jan. 9, 1889, 3 days, at $2 per day	$6.00	
		Travel to Washington from San Francisco, Cal., and return, 6,334 miles, at 5 cents per mile	316.70	
				322.70
	5824	Abram Frey:		
		1889.		
		Jan. 9. To frame on portrait of Speaker Carlisle		25.00
	5826	Louis Kimmell:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Jan. 7, 1889, to Jan. 9, 1889, three days at $2 per day	6.00	
		Travel to Washington from Lafayette, Ind., and return, 1,456 miles, at 5 cents per mile	72.80	
				78.80
10	5829	J. H. Moulton:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Jan. 7, 1889, to Jan. 10, 1889, four days, at $2 per day	8.00	
		Travel to Washington from Bowdoinham, Me., and return, 1,186 miles, at 5 cents per mile	59.30	
				67.30
	5830	Thomas Wilkinson:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Dec. 19, 1888, to Jan. 6, 1889, eighteen days, at $2 per day		36.00
11	5832	John Hall:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Jan. 7 to Jan. 11, 1889, five days, at $2 per day	10.00	
		Travel to Washington from San Francisco, Cal., and return, 6,334 miles, at 5 cents per mile	316.70	
				326.70
	5833	J. E. Kirk:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Jan. 7, 1889, to Jan. 11, 1889, five days, at $2 per day	10.00	
		Travel to Washington from San Francisco, Cal., and return, 6,334 miles, at 5 cents per mile	316.70	
				326.70
	5834	C. A. Lutz:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, from Jan. 7, 1889, to Jan. 11, 1889, five days, at $2 per day	10.00	
		Travel to Washington from San Francisco, Cal., and return, 6,334 miles, at 5 cents per mile	316.70	
				326.70
	5835	James C. Redpath:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 2, 1888, from Jan. 7, 1889, to Jan. 11, 1889, five days, at $2 per day	10.00	

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 11	5635	James C. Redpath—Continued.		
		Travel to Washington from San Francisco, Cal., and return, 6,324 miles, at 5 cents per mile	$316.70	
				$326.70
	5636	H. H. McIntyre:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 21, 1888, for Dec. 19, 1888, and from Jan. 7, 1889, to Jan. 11, 1889, six days, at $2 per day	12.00	
		Travel to Washington from West Randolph, Vt., and return, 1,006 miles, at 5 cents per mile	50.30	
				62.30
	5637	Thomas F. Morgan:		
		For attendance as a witness before the Committee on Merchant Marine and Fisheries, House of Representatives, investigating the fur-seal fisheries of Alaska, under resolution of May 2, 1888, from Jan. 7, 1889, to Jan. 11, 1889, and for Dec. 19, 1888, six days, at $2 per day	12.00	
		Travel to Washington from Groton, Conn., and return, 714 miles, at 5 cents per mile	35.70	
				47.70
14	5639	John E. Powell:		
		Dec. 15, 1888, to Jan. 12, 1889. For services in printing specifications and plans for electric-light plant for House of Representatives, proving and checking same, explaining same to bidders, and assisting in opening and examining bids	225.00	
		For postage, advertising, etc	33.98	
				258.98
16	5647	L. H. Schneider's Son:		
		1888.		
		Dec. 28. To 1 dozen corn brooms, $4.50; 1 dozen scrub brushes, $3	7.50	
		31. 20 lbs. lamp wick, 30 cents, $6; 25 lbs. assorted packing, 45 cents, $11.25	17.25	
		518 lbs. cotton waste, 12 cents, $62.16; 26 lbs. sheet gum-packing, 35 cents, $9.10	71.26	
		1 box Babbit soap, $4.75; 1 side valve leather, $8	12.75	
		1 piece belt lacing, $5; 2 dozen assorted files, $4.75 a dozen, $8.50	14.50	
		2 screw drivers, $2.40; 2 monkey wrenches, $1.50 apiece, $3	5.40	
		1 dozen boxes tripoline, $3.75; 1 dozen tripoline flour, $1.25	5.00	
				133.66
17	5651	Western Union Telegraph Company:		
		To telegraphing during July, 1888, as per bill attached	.61	
		To telegraphing during Aug., 1888, as per bill attached	82.62	
		To telegraphing during Sept., 1888, as per bill attached	3.44	
		To telegraphing during Oct., 1888, as per bill attached	1.13	
		To telegraphing during Nov., 1888, as per bill attached	.40	
		To telegraphing during Dec., 1888, as per bill attached	37.40	
				125.60
22	5657	M. G. Copeland & Co:		
		1889.		
		Jan. 14. For repairing United States flag		3.00
31	5669	R. B. Edmondson:		
		For services as clerk to the Committee on Merchant Marine and Fisheries of the House of Representatives for the month of January, 1889, at $2,000 per year (resolution August 23, 1888)		172.20
	5670	Jas. H. Taulbee:		
		For services as clerk to the Select Committee to Investigate Purchase of Real Estate by Commissioners of the District of Columbia, of the House of Representatives, at $6 per day, from Jan. 17, 1889, to Jan. 31, 1889, (resolution January 14, 1889)		90.00
	5671	Thomas A. Coakley:		
		For services as messenger of the House of Representatives for the month of January, 1889, at $1,200 per annum		103.00
	5675	Richard Rich:		
		To ice furnished United States House of Representatives during the month of January, 1889, 16,675 pounds ice, at 35 cents per cwt		58.36

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 31	5876	Jemima Jenkins:		
		For washing 276 dozen towels for doorkeeper's department, House of Representatives, during the month of January, 1889, at 25 cents per dozen		$69.00
	5877	C. H. Mansur:		
		1889.		
		Jan. 31. To railroad fare and meals from St. Joseph, Mo., to Washington, D. C., as a member of Congressional committee attending funeral of the late James N. Burnes		39.00
	5878	Virginia Hellen:		
		For washing 265 dozen towels for bath-rooms, House of Representatives, for the month of January, 1889, at 25 cents per dozen	$66.25	
		Washing 2 blankets, 25 cents	.50	
				66.75
	5879	B. F. Butler:		
		1889.		
		Jan. 31. For rent of two (2) rooms in the building south of the Capitol; one for the use of the Select Committee on Indian Depredation Claims, and one for the use of the Select Committee on the Eleventh Census, from the 1st to the 31st day of January, 1889, at rate of $100 per month		100.00
	5880	Robert Beall:		
		1889.		
		Jan. 18. For 6 Boyd's Washington Directories for 1889		30.00
	5883	Harriet Carroll:		
		For washing 50 dozen towels for Doorkeeper's department, House of Representatives, during the month of January, 1889, at 25 cents per dozen		12.50
	5884	Ida Bamiley:		
		For washing 116 dozen towels for Doorkeeper's department, House of Representatives, during the month of January, 1889, at 25 cents per dozen		29.00
	5885	Josie A. Fant:		
		For washing 187 dozen towels for Doorkeeper's department, House of Representatives, during the month of January, 1889, at 25 cents per dozen		46.75
Feb. 2	5896	B. F. Guy & Co.:		
		1888.		
		Oct. 23. To 1 No. 20 Norway stove	25.00	
		1 sheet zinc, 3 by 4	1.25	
		15 feet pipe, at 25 cents	3.75	
		2 elbows, at 25 cents	.50	
				30.50
		For branch folding room, No. 225 Pennsylvania avenue northwest.		
	5897	R. O. Holtzman:		
		1889.		
		Jan. 31. For rent of the second floor of premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue northwest, for the month of January, 1889, for the use of the clerks employed under the direction of the Committee on Rules in preparing the general index to the Journals of Congress		100.00
	5899	Bessie Johnson:		
		For washing 84 dozen towels for Doorkeeper's department, House of Representatives, during the month of January, 1889, at 25 cents per dozen		21.00
	5900	M. M. Parker:		
		1889.		
		Feb. 1. For rent of premises known as No. 225 Pennsylvania avenue northwest, in the city of Washington, D. C., for the use of additional folding-room, House of Representatives, from Jan. 1, 1889, to Feb. 1, 1889, at $100 per month, as per contract dated July, 16, 1888 (resolution Dec. 20 1888)		100.00
5	5903	G. D. Tillman:		
		1889.		
		Feb. 5. To pay the expenses of the special committee of the House to investigate the extent, causes, and effect upon interstate commerce of the continual failure of the Reading Railroad Company to transport such commerce, etc. (on the order of the chairman and one member of said committee, as per resolution Feb. 9, 1888)		385.64

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 6	5905	R. O. Holtzman: For attendance as a witness before the special committee of the House of Representatives investigating the purchase of real estate by the commissioners of the District of Columbia, under resolution of Jan. 14, 1889, for the 31st day of Jan., 1889, one day, at $2 per day		$2.00
13	6005	J. W. Drew: 1889. Feb. 5. For 4 boxes, 178 pounds, castile soap, at 20 cents	$35.60	
		For 4 boxes, 8 dozen, B. W. soap, at $2.25	18.00	
		For 63 pounds large sponge, at $3	189.00	
				242.60
14	6033	J. R. West: For attendance as a witness before the special committee of the House of Representatives investigating the purchase of real estate by the commissioners of the District of Columbia, under resolution of Jan. 14, 1889, from Jan. 28 to Jan. 29, 1889, two days, at $2 per day		4.00
15	6047	Jas. H. Marr: For attendance as a witness before the special committee of the House of Representatives investigating the purchase of real estate by the commissioners of the District of Columbia, under resolution of Jan. 14, 1889, for the 12th day of Feb., 1889, 1 day, at $2 per day		2.00
16	6054	W. C. Dodge: For attendance as a witness before the special committee of the House investigating the purchase of real estate by the commissioners of the District, under resolution of Jan. 14, 1889, for the 26th day of Jan., 1889, one day, at $2 per day		2.00
20	6090	H. P. Godwin: For attendance as a witness before the special committee of the House of Representatives investigating the purchase of real estate by the commissioners of the District, under resolution of Jan. 14, 1889, for the 26th day of Jan., 1889, one day, at $2 per day		2.00
21	6099	Geo. R. Repette: For attendance as a witness before the special committee of the House of Representatives investigating the purchase of real estate by the commissioners of the District, under resolution of Jan. 14, 1889, for the 31st day of Jan., 1889, one day, at $2 per day		2.00
	6100	Edward J. Stellwagon: For attendance as a witness before the special committee of the House of Representatives investigating the purchase of real estate by the commissioners of the District, under resolution of Jan. 14, 1889, for the 31st day of Jan., 1889, one day, at $2 per day		2.00
22	6109	M. I. Weller: For attendance as a witness before the special committee of the House of Representatives investigating the purchase of real estate by the commissioners of the District, under resolution of Jan. 14, 1889, for the 30th day of Jan., 1889, one day, at $2 per day		2.00
Mar. 11	6151	Jemima Jenkins: For washing 306 dozen towels for Doorkeeper's department, House of Representatives, during the month of February, 1889, at 25 cents per dozen		76.50
	6152	Virginia Hellen: For washing 238½ dozen towels for bath-room, House of Representatives, during the month of February, 1889, at 25 cents per dozen		59.70
	6153	Ida Bamiley: For washing 148 dozen towels for Doorkeeper's department, House of Representatives, during the month of February, 1889, at 25 cents per dozen		37.00
	6154	Bessie Johnson: For washing 89 dozen towels for Doorkeeper's department, House of Representatives, during the month of February, 1889, at 25 cents per dozen		22.25
	6155	Richard Rich: For ice furnished United States House of Representatives during the month of February, 1889, 17,350 pounds, at 35 cents per cwt		60.72

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889. Mar. 11	6156	B. F. Butler: For rent of two rooms in the building south of the Capitol, one for the use of the Committee on Indian Depredation Claims, and one for use of Committee on Eleventh Census, from Feb. 1, 1889, to Mar. 3, 1889, inclusive, at rate of $100 per month (resolution Oct. 18, 1888)		$109.67
	6157	R. O. Holtzman: 1889. Feb. 28. To the rent of the second floor of premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue, for the month of February, 1889, for the use of the clerks employed under the direction of the Committee on Rules in preparing the general index to the Journals of Congress		100.00
	6158	M. M. Parker: 1889. Feb. 28. For rent of premises known as No. 225 Pennsylvania avenue, northwest, in the city of Washington D. C., for the use of additional folding-room, House of Representatives, from Feb. 1, 1889, to Mar. 1, 1889, at $100 per month, as per contract dated July 16, 1888		100.00
	6159	R. B. Edmondson: For services as clerk to the Committee on Merchant Marine and Fisheries of the House of Representatives, at $2,000 per year, from Feb. 1 to Mar. 3, 1889, inclusive		172.27
	6160	James H. Taulbee: For services as clerk to the special committee investigating purchase of real estate by District commissioners of the House of Representatives, at $6 per day, from Feb. 1, 1889, to Feb. 20, 1889, inclusive (resolution Jan. 14, 1889)		120.00
	6161	Thos. A. Coakley: For services as messenger of the House of Representatives, at $1,200 per year, from Feb. 1 to Mar. 3, 1889, inclusive		103.40
	6162	The Washington Post Publishing Company: For the Daily Post furnished by an order of the Clerk from Sept. 1, 1888, to Mar. 4, 1889, to the Clerk of the House of Representatives		4.30
	6163	Sarah M. Edwards, widow of J. K. Edwards: For an amount equal to six months' salary of the late James K. Edwards, an official reporter of debates, House of Representatives, as per resolution of Jan. 25, 1889	$2,500.00	
		One-half paid to daughter	1,250.00	
				1,250.00
	6164	Jessie G. Edwards, only daughter of J. K. Edwards, dec'd: For an amount equal to six months' salary of the late James K. Edwards, an official reporter of debates, House of Representatives, as per resolution of Jan. 25, 1889	2,500.00	
		One-half paid to widow	1,250.00	
				1,250.00
	6165	Sarah M. Edwards, widow of J. K. Edwards: For expenses of the last illness and funeral of James K. Edwards, late an official reporter of the House, to wit:		
		Dr. S. W. Bogan, medical services, No. 1	193.00	
		Dr. M. V. B. Bogan, medical services, No. 2	50.00	
		Dr. Sam'l C. Busey, medical services, No. 3	45.00	
		J. William Lee, undertaker's bill, No. 4	173.00	
		Payment to nurses and medicines	39.00	
				500.00
	6166	Scheller & Stevens: 1889. Jan. 14. 2 dozen hair brushes	24.00	
		2 dozen combs	6.00	
		5 dozen T. M. blacking	5.50	
				35.50
	6167	M. W. Beveridge: 1888. Oct. 12. 1 dozen cans Matchless polish	3.25	
		1 dozen Tripoli floor	1.25	
				4.50

Contingent expenses, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889. Mar. 11	6168	Robert A. Parke, agent:		
		1889.		
		Jan. 24. For services rendered in connection with funeral of the late Congressman J. N. Burnes, of Missouri, to wit:		
		18 first-class limited tickets, Washington, D. C., to St. Joseph, Mo., $28.50 each	$513.00	
		1 first-class limited ticket, Washington, D. C., to St. Joseph, Mo., for corpse	28.50	
		6 first-class limited tickets, St. Joseph, Mo., to Washington, D. C., $39.10 each	234.60	
		6 first-class limited tickets, St. Joseph, Mo., to Washington, D. C., $27.75 each	166.50	
		Pullman charges for 1 special sleeping-car, Washington, D. C., to St. Joseph, Mo	160.00	
		Meals furnished in Pullman buffet sleeping-car en route	31.45	
				$1,134.05
	6169	W. R. Spear:		
		1889.		
		Jan. 24. For laying out body of Hon. James N. Burnes, deceased	10.00	
		Embalming body	50.00	
		State casket covered with finest black cloth, fine quilted satin lining and pillow, best extension bar and end handles and silver plate engraved	350.00	
		Red cedar case, brass bound plate and brass handles	80.00	
		Hearse	8.00	
		Rubber casket cover	9.00	
				507.00
	6170	H. L. Ballentine:		
		Messenger for the Sergeant-at-Arms, House of Representatives United States, to cash advanced for expenses of Congressional committee in conducting the funeral of the Hon. James N. Burnes:		
		1889.		
		Jan. 25. Breakfast at Pittsburgh	10.50	
		Dinner at Crestline	12.00	
		26. Breakfast at Quincy	3.00	
		Dinner at Brookfield	3.75	
		Telegrams	.75	
		Baggage from depot	2.00	
		27. Transportation from hotels	4.50	
		Five sections sleeping-car St. Joseph to Chicago	25.00	
		28. Breakfast on dining-car for six persons, dinner at Chicago for six persons, with bus to and from hotel	10.50	
		Sleeping berths and extra fare on limited express for six persons to Washington, D. C., from Chicago	47.50	
		29. Breakfast and lunch for six persons, $11.85; cab fare from depot, six persons, $1.25; notarial fee, 25 cts	13.35	
				145.85
	6171	Woodward & Lothrop:		
		1889.		
		Jan. 25. To twelve sashes for funeral Hon. J. N. Burnes, per order Sergeant-at Arms, House of Representatives, $7		84.00
	6172	John H. Gheen:		
		1888.		
		Oct. 20. To 1 carriage, call of the House	5.00	
		Dec. 3. To 1 carriage, committee to wait on President	3.00	
		1889.		
		Jan. 5. To 2 carriages, call of the House	10.00	
		24. To 10 carriages, funeral of Hon. J. N. Burnes	50.00	
				68.00
	6178	Dibble & White:		
		1889.		
		Jan. 26. To 1 hearse, 2 horses	6.00	
		6 carriages, at $5	30.00	
		27. 1 hearse, 4 horses	10.00	
		6 carriages, at $5	30.00	
		Funeral of Hon. J. M. Burnes.		
				76.00

Contingent expenses, House of Representatives—Miscellaneous items, 1889—Continue

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	To
1889.				
Mar. 11	6174	Irwin & Bailey:		
		1889.		
		Board for G. G. Vest, 1½ days, with fire, at $3	$4.25	
		R. Coke, 1½ days, with fire, at $3	4.25	
		H. M. Teller, 1½ days, with fire, at $3	4.25	
		W. J. Stone, 1½ days, with fire, at $3	4.25	
		W. H. Wade, 1½ days, with fire, at $3	4.25	
		J. D. Sayers, 1½ days, with fire, at $3	4.25	
		W. D. Bynum, 1½ days, with fire, at $3	4.25	
		D. B. Henderson, 1½ days, with fire, at $3	4.25	
		E. N. Morrill, 1½ days, with fire, at $3	4.25	
		C. H. Mansur, 1½ days, with fire, at $3	4.25	
		H. L. Ballentine, 1½ days, with fire, at $3	4.25	
		E. W. DeKnight, 1½ days, with fire, at $3	4.25	
		A. M. Sayre, 1½ days, with fire, at $3	4.25	
		J. H. Chinn, 1½ days, with fire, at $3	4.25	
		Notary public fee	.50	
		On account of Congressional committee attending funeral of Hon. Jas. M. Burnes.		
	6175	Wm. J. Stone, Missouri:		
		1889.		
		Jan. 31. To railroad fare from St. Joseph, Mo., to Washington, D. C.	31.20	
		Sleeping berth	5.00	
		Meals and hack	4.80	
		Member of committee attending funeral of Hon. J. M. Burnes.		
	6176	E. N. Morrill:		
		1889.		
		Jan. 31. For railroad fare from St. Joseph, Mo., to Washington, D. C., returning from funeral of Hon. J. M. Burnes	28.00	
		Sleeping-car fare	7.50	
		Cash paid for meals	4.50	
		Hack fare	1.00	
	6177	W. H. Wade:		
		For expenses in returning from St. Joseph, Mo., to Washington, D. C., as a member of committee attending funeral of Hon. J. M. Burnes:		
		Sleeping-car fare, St. Joseph, Mo., to Washington	7.50	
		Board, St. Joseph, Mo., to Washington	4.50	
		Carriage to depot	1.00	
		Notary fee	.25	
	6178	James H. Chinn:		
		1889.		
		Feb. 9. Expenses of committee attending funeral of Hon. Jas. N. Burnes, to wit:		
		To berth in sleeping-car from Leavenworth to St. Louis	2.00	
		To berth in sleeping-car from St. Louis to Washington, D. C.	5.00	
	6179	Wm. D. Bynum:		
		To sleeping-car fare from St. Joe, Mo., to St. Louis, while returning from attending funeral of Hon. J. N. Burnes	2.00	
		Sleeping-car fare on same trip from Indianapolis to Pittsburgh	2.50	
		Breakfast on same trip at St. Louis, Pittsburgh, and dinner at Harrisburg, 75 cents each	2.25	
	6180	L. H. Schneider's Son:		
		1889.		
		Feb. 6. To 1 dozen brooms	4.50	
		1 dozen whisk brooms	3.50	
		1 dozen whisk brooms, medium	3.00	
15	6205	G. H. Jennes:		
		For services as assistant enrolling clerk of the House of Representatives at $12 per day and night from Feb. 19, 1889, to Mar. 3, 1889, inclusive (resolution Feb. 16, 1889)		
	6206	George Bartlett:		
		For services as assistant enrolling clerk of the House of Representatives at $12 per day and night from Feb. 20, 1889, to Mar. 3, 1889, inclusive (resolution Feb. 16, 1889)		

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Mar. 15	6207	Charles L. Sauer: For services as assistant enrolling clerk of the House of Representatives at $12 per day and night, from Feb. 21, 1889, to Mar. 3, 1889, inclusive (resolution Feb. 16, 1889)		$132.00
	6208	R. A. Fish: For services as assistant enrolling clerk of the House of Representatives at $12 per day and night, from Feb. 19, 1889, to Feb. 23, 1889, inclusive (resolution Feb. 16, 1889)		60.00
	6209	W. N. Patteson: For services as assistant enrolling clerk of the House of Representatives at $12 per day and night, from Feb. 28, 1889, to Mar. 3, 1889, inclusive (resolution Feb. 16, 1889)		48.00
20	6210	G. D. Tillman: 1889. Feb. 25. To pay the expenses of the special committee of the House to investigate the extent, causes, and effect upon interstate commerce of the continual failure of the Reading Railroad Company to transport such commerce, etc. (on the order of the chairman and one member of said committee, as per resolution, Feb. 9, 1888)		210.00
	6211	Henry Bacon: 1889. Mar. 1. To investigating combinations and trusts before the Committee on Manufactures, under resolutions of Jan. 25, 1888, and Mar. 3 and Aug. 8, 1888		1,000.00
21	6212	Henry Bacon: 1889. Mar. 2. To investigating combinations and trusts before the Committee on Manufactures, under resolutions of Jan. 25, 1888, and Mar. 3 and Aug. 8, 1888		1,000.00
23	6213	Thos. W. Smith: For attendance as a witness before the special committee of the House of Representatives investigating the purchase of real estate by the commissioners of the District, under resolution of Jan. 14, 1889, for Feb. 12, 1889, one day, at $2 per day		2.00
25	6214	Josie A. Fant: For washing 148 dozen towels for Doorkeeper's department, House of Representatives, during the month of February, 1889, at 25 cents per dozen		37.00
	6215	F. M. Chapman: For washing 98 dozen towels for Doorkeeper's department, House of Representatives, during the month of February, 1889, at 25 cents per dozen		24.50
	6216	Harriet Carroll: For washing 48 dozen towels for Doorkeeper's department, House of Representatives, during the month of February, 1889, at 25 cents per dozen		12.00
	6217	B. H. Warner: For attendance as a witness before the special committee of the House of Representatives investigating the purchase of real estate by the commissioners of the District, under resolution of Jan. 14, 1889, for the 30th day of January, 1889, one day, at $2 per day		2.00
	6218	Almira A. Burgess: 1889. Feb. 28. For hauling off 14 loads of ashes from vaults of House wing of Capitol, at 15 cents per load		2.10
Apr 2	6231	M. M. Parker: 1889. Mar. 31. For rent of premises known as No. 225 Pennsylvania avenue N. W., in the city of Washington, D. C., for the use of additional folding room, House of Representatives, from March 1, 1889, to April 1, 1889, at $100 per month, as per contract July 16, 1888		100.00
	6232	Ida Bamiley: For washing 83 dozen towels for Doorkeeper's department, House of Representatives, during the month of March, 1889, at 25 cents per dozen		20.75

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Apr. 2	6233	Jemima Jenkins:		
		For washing 221 dozen towels for Doorkeeper's department, House of Representatives, during the month of March, 1889, at 25 cents per dozen		$55.25
	6234	Bessie Johnson:		
		For washing 29 dozen towels for Doorkeeper's department, House of Representatives, durng the month of March, 1889, at 25 cents per dozen		7.25
	6235	R. O. Holtzman:		
		1889.		
		Mar. 31. To the rent of the second floor of premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue N. W., for the month of March, 1889, for the use of the clerks employed under the direction of the Committee on Rules in preparing the general index of the Journals of Congress		100.00
	6236	J. W. Boteler & Son:		
		1888.		
		Dec. 24. 5 gallons oil	$1.25	
		26. 6 dozen tumblers	6.00	
		1889.		
		Jan. 1. 2 dozen tumblers	2.00	
		9. 4 N. P. cuspidors	5.00	
		22. 1 screen	6.00	
		Feb. 9. 1 dozen N. P. cuspidors	15.00	
		5 gallons oil	1.25	
				36.50
	6237	Wyckoff, Seamans & Benedict:		
		1889.		
		Jan. 25. To one No. 2 type-writer in exchange for old one worn out, 2-37641 (Committee on Appropriations)		32.00
	6238	E. F. Brooks:		
		1889.		
		Jan. 8. To 12 feet mohair tubing		2.67
	6241	Virginia Hellen:		
		For washing 204 $\frac{1}{2}$ dozen towels, bath-rooms, House of Representatives, during the month of March, 1889, at 25 cents per dozen		51.04
	6242	Harriet Carroll:		
		For washing 12 dozen towels for Doorkeeeper's department, House of Representatives, during the month of March, 1889, at 25 cents per dozen		3.00
	6243	Josie A. Fant:		
		For washing 85 dozen towels for Doorkeeper's department, House of Representatives, during the month of March, 1889, at 25 cents per dozen		21.25
10	6244	Richard Rich:		
		For ice furnished United States House of Representatives during the month of March, 1889, 10,450 pounds ice, at 35 cents per hundred		36.75
19	6247	F. M. Chapman:		
		For washing 16 dozen towels, for Doorkeeper's department House of Representatives, during the month of March, 1889, at 25 cents per dozen		4.00
29	6257	M. M. Parker:		
		1889.		
		April 30. For rent of premises known as No. 225 Pennsylvania avenue, northwest, in the City of Washington, D. C., for the use of additional folding-room, House of Representatives, from April 1, 1889, to May 1, 1889, at $100 per month, as per contract July 16, 1888		100.00
May 2	6258	Robert Holtzman:		
		1889.		
		April 30. To the rent of the second floor of premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue, northwest, for the month of April, 1889, for the use of the clerks employed under the direction of the Committee on Rules in preparing the general index of the Journals of Congress		100.00
	6259	Richard Rich:		
		For ice furnished the House of Representatives United States during the month of April, 1889, to wit, 7,600 pounds, at 35 cents a hundred		26.60

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
May 2	6260	Ida Bamiley:		
		For washing 52 dozen towels for Doorkeeper's department, House of Representatives, during the month of May, 1889, at 25 cents per dozen		$13.00
	6261	Jemima Jenkins:		
		For washing 176 dozen towels for Doorkeeper's department, House of Representatives, during the month of April, 1889, at 25 cents per dozen		44.00
	6262	Josie A. Fant:		
		For washing 46 dozen towels for Doorkeeper's department, House of Representatives, during the month of April, 1889, at 25 cents per dozen		11.50
	6263	Virginia Hellen:		
		For washing 95½ dozen towels for bath-rooms, House of Representatives, during the month of April, 1889, at 25 cents per dozen		23.91
31	6267	M. M. Parker:		
		1889.		
		May 31. For rent of premises known as No. 225 Pennsylvania avenue northwest, in the city of Washington, D. C., for the use of additional folding-room, House of Representatives, from May 1, 1889, to June 1, 1889, at $100 per month as per contract dated July 16, 1888		100.00
	6276	Ida Baimley:		
		For washing 60 dozen towels for Doorkeeper's Department, House of Representatives, during the month of May, 1889, at 25 cents per dozen		15.00
	6277	R. O. Holtzman:		
		For the rent of the second floor of premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue northwest, for the month of May, 1889, for the use of the clerks employed under the direction of the Committee on Rules in preparing the general index of the Journals of Congress		100.00
	6278	Richard Rich:		
		For ice furnished United States House of Representatives during the month of May, 1889, 8,695 pounds, at 35 cents per cwt		30.43
	6279	Jemima Jenkins:		
		For washing 175 dozen towels for the Doorkeeper's department, House of Depresentatives, during the month of May, 1889, at 25 cents per dozen		43.75
	6280	Virginia Hellen:		
		For washing 80½ dozen towels for bath-rooms, House of Representatives, United States, during the month of May, 1889, at 25 cents per dozen		20.16
	6281	Josie A. Fant:		
		For washing 46 dozen towels for Doorkeeper's department, House of Representatives, during the month of May, 1889, at 25 cents per dozen		11.50
	6283	Hume, Cleary & Co.:		
		1888.		
		Oct. 5. For 10 gross parlor matches, at 90 cents		9.00
June 29	6292	M. M. Parker:		
		1889.		
		June 30. For rent of premises known as No. 225 Pennsylvania avenue, northwest, in the city of Washington, D. C., for the use of additional folding-room, House of Representatives, from June 1, 1889, to July 1, 1889, at $100 per month, as per contract of July 16, 1888		100.00
	6293	R. O. Holtzman:		
		1889.		
		June 30. To the rent of the second floor of premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue, northwest, for the month of June, 1889, for the use of the clerks employed under the direction of the Committee on Rules in preparing a general index of the Journals of Congress		100.00
	6294	Ida Baimley:		
		For washing 60 dozen towels for the use of Doorkeeper's department, House of Representatives, during the month of June, 1889, at 25 cents per dozen		15.00
	6297	Richard Rich:		
		For ice furnished United States House of Representatives during the month of June, 1889, 10,400 pounds, at 35 cents per cwt		36.40

Contingent fund, House of Representatives—Miscellaneous items, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
June 29	6298	Jemima Jenkins:		
		For washing 180 dozen towels for Doorkeeper's department, House of Representatives, during the month of June, 1889, at 25 cents per dozen		$45.00
	6301	Josie A. Fant:		
		For washing 33 dozen towels for Doorkeeper's department, House of Representatives, during the month of June, 1889, at 25 cents per dozen		8.25
	6302	Virginia Hellen:		
		For washing 72$\frac{1}{4}$ dozen towels, bath-rooms, House of Representatives, during the month of June, 1889, at 25 cents per dozen		18.04
				43,015.31

Contingent fund, House of Representatives—Miscellaneous items, 1888.

1888.				
Oct. 24	5534	W. E. Burford:		
		To rent of building No. 229 New Jersey avenue, northwest, from July 1, 1887, to April 1, 1888, at $83.33 per month (deficieney act October 19, 1888)		$750.00
	5535	James O. Clephane:		
		For stenographic services in reporting the arguments of Hon. E. Ellery Anderson and Hon. David T. Littler, United States Pacific Railway Commissioners, before the Union Pacific Railway Commissioners, United States House of Representatives, 330 folios, at 25 cents per folio (deficiency act Oct. 19, 1888)		82.50
	5536	A. Johns:		
		To stenographic report of hearings before the Committee on Agriculture, at sundry meetings of said committee between February 22 and March 29, inclusive, 1888, said committee having under consideration the bill (H. R. 6138) to regulate the manufacture and sale of counterfeit or compounded lard, 2,325 folios, at 25 cents per folio, said stenographic report not having been printed (deficiency act Oct. 19, 1888)		581.25
	5537	A. Johns:		
		1888.		
		Mar. 19. To stenographic report of hearing or argument of Mr. Alexander Porter Morse, before the Committee on War Claims, relative to war claims in general and the claims of Pritchard and Urquhart in particular, 22 folios, at 25 cents per folio (deficiency act Oct. 19, 1888)		5.[illegible]
30	5540	Winsatt & Uhler:		
		1888.		
		June 1. For twenty-two sacks of sawdust, at 15 cents		[illegible]
	5541	Winsatt & Uhler:		
		1887.		
		Dec. 30. For twenty-four sacks of sawdust, at 10 cents		[illegible]
Nov. 22	5585	G. W. Knox:		
		1888.		
		Apr. 1. For hauling books and placing them in the rooms in the terrace of the House wing of the Capitol		[illegible]
Dec. 18	5727	Chesapeake and Potomac Telephone Company:		
		1888.		
		June 30. For rent of private line connecting folding-room, Capitol with folding-room East Capitol street, from April 21, 1888, to June 30, 1888, inclusive, at $100 per year		[illegible]
				1,607

Contingent fund, House of Representatives—Furniture and repairs, 1889.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Aug. 7	5283	G. Edmonston:		
		Hall of House of Representatives—		
		1888.		
		July 2. Repairs to 2 chairs	$1.00	
		Repairs to carpet, west cloak-room	1.00	
		3. Cane-seating 1 chair	1.50	
		1 coil spring to chair, east cloak-room	.75	
		18. 1 large willow mail basket	3.25	
		21. Ink-lid stop, desk 42, east	.25	
		Ratchet, desk 69, east	.50	
		Tape-rack, desk 128, west	.50	
		25. New bottom to mail basket	1.50	
		28. Repair chair, reading clerk	.50	
		30. Repair chair	.50	
		28. Repair chair for Indian Affairs Committee	1.50	
		8. 1 awning and putting up same, Pacific Railroad Committee	7.50	
		1 caster on chair for Railways and Canals Committee	.25	
		30. Hanging 2 drawings for Committee on Public Buildings	.50	
		2. Repair chair for Journal room	.50	
		14. Repair screen for Committee on Printing	.50	
		30. 1 stained and varnished box for Committee on Enrolled Bills	4.50	
		5. Repair chair for Committee on Agriculture	1.25	
		2. Repair chair for Committee on Mines and Mining	.75	
		28. Caster on chair for Committee on Shipping	.25	
		3. 3 castors on chair for Speaker's room	.75	
		2. Repair water-cooler stand for Committee on Library	.50	
		3. Cane-seating 2 chairs for Chief Clerk's office	3.00	
		16. Easing 5 drawers, Committee on Labor	1.25	
		Easing 6 drawers, Committee on Elections	1.50	
		30. 1 Yale lock and putting on same, store-room	3.00	
		1. 1 awning and putting up same, Committee on Appropriations	7.50	
		Repair chair, press gallery	.50	
				$46.75
Oct. 9	5481	G. Edmonston:		
		1888.		
		Aug. 2. Cane-seating 3 chairs, Hall of House of Representatives	4.50	
		Cane-seating 1 chair, file-room	1.50	
		7. Repair chair, ladies' reception-room	.50	
		Caster on 1 chair, ladies' reception-room	.25	
		11. 3 stained and varnished book-cases, general index room	39.00	
		13. Cane-seating 1 chair, Hall of House of Representatives	1.50	
		15. Castor on table, Speaker's room	.25	
		17. Leather cushion, desk 76 east	4.50	
		18. Repair reading clerk's desk	.50	
		20. 1 socket caster on sofa, press-room	.50	
		1 awning, speaker's room	7.50	
		22. 2 cases, 24 drawers each, index room; 2 six-leg stand for cases	96.00	
		1 small case and stand	19.00	
		23. Cane-seating 2 chairs, reporters' room	3.00	
		Cane-seating 1 chair, Hall of House	1.50	
		Repairing 1 chair, Hall of House	.50	
		24. New seat in chair, Hall of House	1.25	
		Leather back in 1 chair, Hall of House	1.50	
		Cane-seat chair, restaurant	1.25	
		Covering chair-seat, Chief Clerk's office	1.50	
		27. 1 file-case and 2 doors, Clerk's document-room	26.00	
		Repairing door to book-case, Committee on Education	1.50	
		28. Repairing 3 chairs, Hall of House	1.50	
		29. 1 platform for desk, Clerk's document-room	.50	
				215.50
10	5483	G. Edmonston:		
		1888.		
		Sept. 4. Repairing desk, 1 west, Hall of House	.50	
		Repairing desk, 125 east, Hall of House	.50	
		Cane-seating 4 chairs, Hall of House	6.00	
		6. Repairing 4 chairs, Hall of House	2.00	

Contingent fund, House of Representatives—Furniture and repairs, 1889—Continu

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	To
1888.				
Oct. 10	5483	G. Edmonston—Continued.		
		1888.		
		Sept. 11. Caster on 1 chair, Hall of House	$0.25	
		18. Repairing chair, Committee on Agriculture	.50	
		Repairing desk, official reporters	.50	
		Cane-seating 4 chairs, Hall of House	6.00	
		Repairing 1 chair, Hall of House	.50	
		Caster on 1 chair, Hall of House	.25	
		20. Cane-seating 4 chairs, press gallery	5.00	
		Cane-seating 1 chair, Hall of House	1.50	
		Caster on chair, Committee on Agriculture	.25	
		Repairing chairs, press gallery	1.25	
		26. Repairing desk, 32 west, Hall of House	.50	
		Repairing desk, 31 west, Hall of House	.25	
		Repairing sofa, Hall of House	.50	
		27. Cane-seating large chair, ladies' receiving-room	1.75	
		Cane-seating 3 chairs, Hall of House	4.50	
		New bottom to large basket, Hall of House	1.50	
Dec. 11	5662	F. Petersen:		
		1888.		
		July 30. 2 yards linoleum (office of general index to Congress), at $1.15	2.30	
		63¾ yards Brussels (office of general index to Congress), at $1.30	90.67	
		195 yards Napier matting (office of general index to Congress), at 65 cents	126.75	
		Sewing and laying, at 10 cents	19.50	
		4 cocoa mats, at $1.25	5.00	
		1 Smyrna rug	4.50	
		2 Smyrna mats, at $1.75	3.50	
	5664	G. Edmonston:		
		1888.		
		Hall of House of Representatives—		
		Oct. 1. Repairing desk 53 east	.50	
		2. 425 walnut file-sticks	12.75	
		New casting for arm-chair	1.35	
		Repairing 12 chairs	6.00	
		9. 1 steel coil spring on chair	.75	
		Putting up west lobby door-screen	.50	
		15. 1 caster on chair	.25	
		Cane-seating 15 chairs	22.50	
		Repairing chair, library	1.25	
		Chief Clerk's room—		
		3. Cleaning and varnishing and polishing 1 desk	3.00	
		Covering and repairing same	1.50	
		11. Repairing 1 sofa	.25	
		Disbursing clerk's room—		
		3. Cleaning, varnishing, and recovering 2 desks	5.50	
		Repairing 2 desks	1.25	
		1 caster on chair	.25	
		9. Covering chair seat	1.50	
		22. 1 case, 200 pigeon-holes	43.37	
12	5674	F. Petersen:		
		1888.		
		Oct. 25. 90½ yards Brussels, Committee on Public Buildings, at $1.30	117.32	
		95 yards Brussels, Committee on Lands, at $1.30	123.50	
		129¾ yards Brussels, Committee on Commerce, at $1.30	168.35	
		92¼ yards Brussels, Committee on Military Affairs, at $1.30	120.25	
		73¼ yards Brussels, Committee on Education, at $1.30	95.55	
		45 yards Brussels, reception-room, at $1.30	58.50	
		26. Cleaning 300 yards carpet, at 4 cents	12.00	
		22 yards binding and sewing on, at 15 cents	3.30	
		12 yards binding, at 10 cents	1.20	
		31. 149¼ yards Brussels, barber shop, at $1.30	194.35	
		Nov. 2. 600 yards lining, at 7 cents	42.00	
		Cleaning 1,500 yards carpet, at 4 cents	60.00	
		5. Cleaning 412 yards carpet, at 4 cents	16.48	
		23. 22 yards binding on rug, at 10 cents	2.20	
		Sewing on same, at 10 cents	2.20	
		Iron rods for rugs	5.00	
				1,(

Contingent fund, House of Representatives—Furniture and repairs, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 8	5814	H. O. Towles:		
		1888.		
		July 8. One enamel cloth top table, Committee on Ways and Means	$7.50	
		18. 6 stools, order No. 744, folding-room	6.00	
		28. 1 4-foot 6-inch walnut desk, office general index of Congress	25.00	
		5-foot tables, office general index of Congress	60.00	
		6 New York revolving chairs, office general index of Congress	42.00	
		1 walnut rack, office general index of Congress	13.00	
		1 walnut revolving case, office general index of Congress	18.00	
		1 dozen walnut chairs, office general index of Congress	26.00	
		Aug. 10. 2 dark antique bent chairs, Hall of House	4.34	
				$201.84
	5815	G. Edmonston:		
		1888.		
		Dec. 1. New webbing, etc., on 1 chair, Committee on District of Columbia	1.00	
		2 chair-seats, upholstered in leather, Committee on District of Columbia	5.00	
		New gimp on chair, Committee on Patents	.75	
		New webbing and resetting springs 2 chairs, Committee on Patents	2.00	
		Upholstering in leather 1 chair-seat, Committee on Patents	2.50	
		3 chair-seats upholstered in leather, Hall of House	7.50	
		1 chair-seat upholstered in old leather, Hall of House	1.50	
		New webbing and resetting springs 2 chairs, Hall of House	2.00	
		New gimp on 2 chairs, Hall of House	1.50	
		Repairing 2 cushions, hall door, Hall of House	1.00	
		Set of casters on chair (desk 100 E.), Hall of House	1.00	
		Recovering cushion member's closet, Hall of House	2.50	
		Repairing chair, official reporters, Hall of House	1.25	
		4. Shelf between desk 15, 1 west, Hall of House	.50	
		5. Shelf between desk 27, 28 east, Hall of House	.50	
		13. Repairing chair, hall door, Hall of House	.75	
		14. 1 steel coil spring on chair, Hall of House	.75	
		13. Repairing drawer, official reporters, Hall of House	.50	
		15. Shelf between desks 6, 7 east, Hall of House	.50	
		17. Cane-seating 1 chair, Hall of House	1.50	
		Cane-seating 1 chair, reporter of debates	1.50	
		19. Shelf between desks 74, 75, 76 east	1.50	
		1 caster on chair	.25	
		22. Recovering counter in seal-room, Hall of House	5.00	
		Repairing desks 1 and 10 W, Hall of House	1.50	
		New webbing, etc., on 3 chairs for ladies' waiting-room	2.25	
		New webbing 1 sofa, ladies waiting-room	1.50	
		Repairing chair, ladies' waiting-room	1.00	
		Repairing chair, file-room	.75	
		7. Repairing truck, folding-room	4.00	
		1 small stained and varnished case, stationery-room	6.00	
		2 casters on chairs, Committee on Rivers and Harbors	.50	
		10. 3 casters and repairs to chairs, enrolling-room	1.00	
		11. 3 casters on chairs, Committee on Indian Affairs	.75	
		13. Repairing step-ladder for Sergeant-at-Arms' office	.75	
		1 caster on Chair, Committee on Territories	.25	
				63.00
25	5859	G. Edmonston:		
		1888.		
		Nov. 30. 1 new chair-socket, Committee on Commerce	.75	
		Repair 6 chairs, Committee on Commerce	.75	
		1 caster on sofa, Committee on Commerce	.25	
		Repair 3 chairs, Committee on the Judiciary	.50	
		2 casters on chairs, Committee on the Judiciary	.50	

Contingent fund, House of Representatives—Furniture and repairs, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 25	5859	G. Edmonston—Continued.		
		1888.		
		Nov. 30. Repairs to book-case, Committee on the Judiciary	$1.50	
		2 casters on chairs, Committee on Territories	.50	
		Repair to chairs, Committee on Territories	.50	
		Repair to hat-rack, Committee on Pacific Railroads	.50	
		Repair to chairs, Committee on Pacific Railroads	.75	
		New leather seats to 4 chairs, Committee on Pacific Railroads	10.00	
		New webbing and resetting springs, Committee on Pacific Railroads	1.00	
		New gimp on back of 3 chairs, Committee on Pacific Railroads	.75	
		Repair chairs, Committee on Foreign Affairs	.25	
		3 casters on chairs, Committee on Naval Affairs	.75	
		Cane-seating 3 chairs, Committee on Ways and Means	4.50	
		1 socket caster, Committee on Ways and Means	.50	
		6 casters on chairs, Committee on Invalid Pensions	1.50	
		2 papers 20-oz. upholsterer's tacks, Clerk's office	.40	
		1 square yard linoleum, Clerk's office	1.10	
		24. Recover with new cloth, table, Committee on Public Buildings and Grounds	14.00	
		30. Repair chair, Committee on Post-Office and Post-Roads	.25	
		Easing book-case doors, Committee on Post-Office and Post-Roads	.50	
		6 casters on chairs, Committee on Post-Office and Post-Roads	1.50	
		2 casters on chairs, Committee on Military Affairs	.50	
		Repairs to step-ladder, Committee on Military Affairs	.25	
		Repairing and easing door to book-case, Committee on Military Affairs	.50	
		Repairing and relaying 190 yards carpet, press-room	14.25	
		Cane-seating 1 chair, Committee on Claims	1.50	
		Repairing 6 chairs, Committee on Claims	2.50	
		Repairing 1 drawer, Committee on Claims	.50	
		Repair screen, Committee on Claims	.50	
		1 caster on sofa, Committee on Accounts	.25	
		Repair 1 chair, Committee on Accounts	.25	
		Upholster in leather 1 sofa seat, Committee on Agriculture	14.00	
		Upholster in leather 2 chair seats, Committee on Agriculture	5.00	
		New webbing, etc., 1 chair, Committee on Agriculture	1.00	
		Repair chairs, Committee on Agriculture	.25	
		2 casters on chairs, Committee on War Claims	.50	
		Cane-seating 1 chair, Committee on Private Land Claims	1.50	
		Recovering large table, green cloth, folding-room	12.00	
		Caster on sofa, folding-room	.25	
		Relaying 102 yards carpet, library, House of Representatives	5.10	
		1 dozen polishing blocks, janitors' force	4.50	
		Oct. 25. General repairs to desks and furniture, Hall of House	79.85	
		Nov. 20. Removing ink stains, cleaning and varnishing 336 desks, chairs, House of Representatives	924.00	
		Recover official reporters' desk, Hall of House	14.00	
		Recover Speaker's desk, Hall of House	12.00	
		Recover desk 21 W., Hall of House	1.50	
		Recover 2 tables, Hall of House	6.00	
		Recover Doorkeeper's desk, Hall of House	3.00	
		Recover chair platform, Sergeant-at-Arms, Hall of House	.50	
		Repairing and relaying 1,217 yards carpet, Hall of House	85.19	

Contingent fund, House of Representatives—Furniture and repairs, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 25	5859	G. Edmonston—Continued.		
		1888.		
		Nov. 30. Repairing and relaying 128 yards carpet, cloak-room, House of Representatives	$6.40	
		Repairing and relaying 121 yards of carpet, lobby, House of Representatives	12.10	
		Screwing down brasses and putting up screens	3.50	
		155 feet polished-oak strip, Hall of House	18.60	
		10 gross 1¼ No. 10 screws, Hall of House	3.50	
		Cleaning and varnishing 113 extra chairs, Hall of House	33.90	
		Cleaning and varnishing 18 sofas, Hall of House	13.50	
		Cleaning and varnishing 2 tables, Hall of House	1.00	
		Cleaning and varnishing 2 letter-boxes, Hall of House	1.00	
		Cleaning and varnishing 4 door screens, Hall of House	3.00	
		Cleaning and varnishing 2 division cases, Hall of House	1.50	
		Cleaning and varnishing 4 coat-racks, Hall of House	6.00	
		Cleaning and varnishing Speaker's desk, Hall of House	1.25	
		Cleaning and varnishing clerk's desk, Hall of House	1.00	
		Cleaning and varnishing official reporters' desk, Hall of House	1.00	
		Cleaning and varnishing assistant doorkeeper's desk, Hall of House	2.75	
		Cleaning and varnishing bill-box, Hall of House	.50	
		Cleaning and varnishing 2 large letter-boxes, Hall of House	3.00	
		Cleaning and varnishing table, Speaker's room	.75	
		Cane-seating 20 chairs, Hall of House	30.00	
		33 yards linoleum, furnished and laid, Hall of House	26.30	
		Cleaning, repairing, and rehanging 18 cloth curtains, Hall of House	13.50	
		Recover table in lobby, old materials, Hall of House	1.50	
		5 coat hooks, cloak-room, Hall of House	1.00	
		Repair table, post-office	.50	
		Cane-seating 1 chair, Committee on Elections	1.50	
		Easing case door, Committee on Elections	.25	
		Repairs to chair, Committee on Elections	.50	
		Repair to table, Committee on Elections	.75	
		Upholstering 1 chair seat in leather, Committee on Elections	2.50	
		New webbing and resetting springs, Committee on Elections	1.00	
		Green leather gimp, etc., Committee on Elections	.75	
		Repair and relay 69 yards carpet for stationery-room	5.18	
		Repair table drawers, Committee on Banking and Currency	.50	
		Cane-seating 4 chairs, gallery doors	6.00	
		10 casters on chairs, Committee on Public Lands	2.50	
		Repair 1 chair, Committee on Public Lands	.25	
		1 caster on chair, Committee Expenditures Department of Justice	.25	
		Repair table, Official Reporter of Debates	1.25	
		Repair 2 desks, Official Reporter of Debates	1.50	
		Repair towel-rack, Official Reporter of Debates	.35	
		3 castors on chairs, Committee on Revision of Laws	.75	
		Repair fire-screen, Committee on Labor	.75	
				$1,458.22
Feb. 18	6004	F. Petersen:		
		1889.		
		Jan. 14. Cleaning 73 yards carpet, at 4 cents	2.92	
		19. 97¼ yards Brussels (Committee on Coinage, Weights, and Measures), at $1.30	127.07	
				129.99

Contingent fund, House of Representatives—Furniture and repairs, 1889—Contin

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1889.				
Feb. 22	6111	H. O. Towles:		
		1889.		
		Feb. 2. 1 French plate mirror, refinishing same (Committee Coinage, Weights, and Measures)		
28	6135	G. Edmonston:		
		1889.		
		Jan. 4. Repairs to chairs, Committee Indian Affairs	$1.00	
		5. Shelf between desks 144, 145, 146 W., Hall of House	1.00	
		Changing position of 144, 145 W., hall of House	.25	
		7. 1¼ dozen key-hooks, J. Chancey's room	1.80	
		8. 1 steel coil-spring on chair, Hall of House	.75	
		14. 2 steel coil-springs on chair, Hall of House	1.50	
		Cane-seating one large chair	1.50	
		24. Repair desk 14 W	.50	
		30. Repair chair	.50	
		8. 8 curtains, Committee Foreign Affairs	12.00	
		23. Cane-seating 1 chair for folding-room	1.25	
		24. Repair trucks, folding-room	3.50	
		Repair chair, folding-room	.25	
		Cane-seating large chair and repairs, Committee on Accounts	2.00	
		Repair chair, Committee on Manufactures	.50	
		Hanging curtain for Sergeant-at-Arms	.25	
		30. 2 papers tacks for janitor's office	.42	
		Repair chair, Committee on Agriculture	.25	
		31. 1 steel coil-spring on chair, Committee on Rivers and Harbors	.75	
		5 casters on chairs and repairs, Committee on Rivers and Harbors	1.75	
	6136	G. Edmonston:		
		1889.		
		Feb. 1. Repairs to desk 15 W., Hall of House	.50	
		Repairs to 2 chairs, Hall of House	1.00	
		Repairs to desk 15 W., Hall of House	2.00	
		Cane-seating 1 large chair, Hall of House	1.50	
		Repairs to desk 129 E., Hall of House	.50	
		Repairs to desk 18 W., Hall of House	.50	
		8. Cane-seating 1 chair, Hall of House	1.25	
		8. Cane-seating 1 large back of chair	1.50	
		Cane-seating 2 large bottoms of chairs	3.00	
		9. Repair chair reading clerk	.50	
		2 steel coil springs on chair	1.50	
		10. Repairs to lobby furniture	2.00	
		Caster on Speaker's chair	.25	
		20. 2 new castings on chair	1.00	
		21. Repairs to desk No. 1 W	.50	
		Repairs to reading clerk's desk	.50	
		9. Laying carpet, office superintendent folding-room	2.50	
		19. Repairs to heater, 225 Pa. ave. folding-room	5.00	
		23. Caster on chair, Speaker's room	.25	
		Caster on chair, Committee on Labor	.25	
	6138	J. Karr:		
		1888.		
		Nov. 23. Repair and cleaning silver inkstand, Speaker's use	2.50	
		30. One time-registering clock, made to order for Speaker's use	35.00	
		Repairs and regulating clocks in gallery of House, Speaker's room, and room of Committee on Appropriations	40.00	
		1889.		
		Jan. 7. Repairs and cleaning clock in House post-office and repairs to registering-clock	10.00	
1888.				
Dec. 11.	5661	F. Petersen:		
		1888.		
		June 26. To 200 yards Brussels (chief clerk's office) at $1.30	260.00	
		5¼ yards linoleum (chief clerk's office) at $1.15	6.32	

Contingent fund, House of Representatives—Stationery, 1889.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Aug. 8	5286	Easton & Rupp:		
		1888.		
		July 2. 1 cash-book	$0.45	
		1 memorandum book	.05	
		Printing-paper and envelopes	2.50	
		1 reporter's book and pencil	.20	
		19½ reams packet note	22.33	
		5. 1 pair shears	1.50	
		1 letter-press book	2.15	
		1 jar paste	.25	
		2 rubber stamps and pads	3.50	
		200 cards and printing	1.50	
		6. ½ gross Dixon's pencils	2.50	
		2 dozen Faber's R. and B. pencils	2.00	
		1 dozen mucilage	1.50	
		½ dozen M. T. scraps	3.70	
		1 dozen standard folders	3.25	
		9. ½ ream note, ruled to order	2.50	
		1 dozen Faber's R. and B. pencils	1.00	
		½ dozen erasers	1.80	
		10. ½ dozen O. K. files	2.16	
		1,000 stamped envelopes and printing	24.75	
		1,000 stamped envelopes and printing	24.75	
		1 gross pens	.50	
		11. 6 large blotters	2.40	
		3 small blotters	.69	
		12. 1 dozen sponge cups	.75	
		200 cards and printing	1.50	
		1 gross rubber bands	.55	
		1 ink pad	.50	
		½ M stamped envelopes and printing	13.00	
		13. ½ dozen knife erasers	2.36	
		16. 1 stub file	1.25	
		500 stamped envelopes and printing	13.00	
		18. 1,000 stamped envelopes and printing	24.75	
		½ dozen quarts mucilage	3.40	
		½ dozen pints mucilage	1.92	
		5 M standard linen envelopes	17.50	
		10 reams linen note	25.00	
		2 dozen baskets	9.50	
		1 dozen M. T. scraps	.85	
		1 dozen finger-shields	.80	
		100 cards and printing	.75	
		20. ½ dozen bill-files	1.50	
		1 crown journal	1.00	
		1 Demy record indexed	1.25	
		1 receipt book	.50	
		1 gross steel pens	.65	
		21. 500 stamped envelopes and printing	13.00	
		6 manilla tablets	.40	
		1 rubber stamp and pad	3.50	
		1 fountain pen	1.80	
		Binding papers	3.00	
		23. 7 pocket inkstands	5.00	
		2 pamplet cases	1.20	
		3 dozen Congressional tie envelopes	1.32	
		1 dozen quarts black ink	4.10	
		1 dozen pints black ink	2.60	
		1 dozen ½ pints black ink	1.58	
		1,500 postal cards, lithographing, and printing	22.50	
		24. 1 dozen quarts Arnold's fluid	4.18	
		½ dozen pints Arnold's fluid	1.22	
		12 record books	5.40	
		1 scrap-book	.70	
		Indexing blank book	.25	
		25. 1 bottle mucilage	.20	
		3 reporter's books	.30	
		50 copies Memorial	11.50	
		50 envelopes	.35	
		2 dozen O. K. files	6.50	
		1 dozen baskets	2.38	
		1 dozen pen-racks	1.20	
		1 scrap-book	.65	
		1 stamp-box	.45	
		27. 5,000 bristol cards and printing	11.50	
		4 rolls red ribbon	.60	
		1 scrap book	1.00	
		1 memorandum book	.40	
		1 book blank receipts	1.25	
				$340.24

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Aug. 8	5289	Belford, Clarke & Co.:		
		For the Belford's Magazine furnished by order of the Clerk from July 1, 1888, to June 30, 1889, to the following named member of the House of Representatives, viz: Hon. R. Q. Mills		$2.50
	5323	Robert Beall:		
		1888.		
		July 2. 1 Letter writer	$0.50	
		5. 1 Appeal to the American People	.50	
		1 Black Arrow	.50	
		7. 1 Denslow's Economics	3.50	
		10. 1 Appeal to the American People	.50	
		1 Black Arrow	.50	
		1 Century for July	.35	
		10. 1 Dictionary of Quotations	3.00	
		1 pocket wallet	1.75	
		1 Protective Tariff	.75	
		11. 1 box paper	.50	
		1 novel	.25	
		Century for May and June	.70	
		1 pocket-book	3.50	
		2 quires Overland note and envelopes	.40	
		1 Forum	.50	
		1 North American Review	.50	
		12. 1 American Almanac	1.25	
		Postage	.10	
		13. 1 letter register	.75	
		14. 1 Lippincott for April	.25	
		1 Mr. Mecson's Will	.25	
		1 Appeal to American People	.50	
		1 Popular Science for July	.50	
		1 French dictionary	1.75	
		1 French novel	.60	
		17. 1 Voorhees' Speeches	5.00	
		18. 4 Science Primers	2.00	
		19. 1 pocket-book	4.00	
		21. 1 Heyl's Import Duties	3.50	
		1 Taussig's History Tariff	1.13	
		26. 2 Titcomb's Letters	2.50	
		28. 1 Calhoun's Works, 6 volumes	13.50	
		30. 1 pocket-book	3.15	
		31. 1 Reader's Hand-book	3.15	
		1 Roget's Thesaurus	1.80	
		1 Foreign and Classical Quotations	1.58	
		1 Webster's Works, 6 volumes	16.20	
		Aug. 1. 1 box paper	.50	
		2. 1 Ward's Reign of Queen Victoria	7.20	
		1 Scottish Minstrel	1.00	
		3. 1 Political Platforms	.10	
				90.48
13	5326	The Washington Post Publishing Company:		
		For the Washington Post, furnished by order of the Clerk from July 1 to Aug. 1, 1888, to the following named member of the House of Representatives, viz: Hon. M. Biggs		.70
23	5333	Charles Scribner's Sons:		
		For the Scribner's Magazine, furnished by order of the Clerk from July, 1888, to June, 1889, to the following-named member of the House of Representatives, viz: Hon. John H. Rogers		3.00
31	5361	Detre & Blackburn:		
		1888.		
		Aug. 17. To 500 sheets 16 by 22 parchment, at .35$\frac{1}{100}$		175.95
Sept. 5	5383	Easton & Rupp:		
		1888.		
		Aug. 1. Rubber stamp and pad	1.25	
		100 cards and printing	.75	
		4 pamphlet cases	2.40	
		2 memorandum books	.15	
		2. 4 dozen index books	2.85	
		3 dozen vest-pocket books	2.75	
		7 memorandum books	1.65	
		100 reams cap manilla	14.00	
		15 bottles ink, assorted	1.08	
		500 stamped envelopes and printing	13.00	
		4 blank books	4.60	
		1 bottle stamping ink	.50	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Sept. 5	5383	Easton & Rupp—Continued.		
		1888.		
		Aug. 1. 1½ dozen envelope openers	$2.70	
		1,000 envelopes	1.75	
		4. 1,000 merchandise tags and strings	1.50	
		½ ream R. I. L. paper and envelopes	3.15	
		1 letter tablet	.25	
		350 letter sheets and printing	10.25	
		10 reams cap manilla	1.40	
		7. Inkstand, blank book, etc	13.10	
		3 boxes pens	.66	
		Stamping cards and envelopes	2.25	
		1 basket	.45	
		Repairing fountain pen	1.00	
		1 rubber stamp and pad	3.00	
		400 sheets linen paper, ruled and printed	4.50	
		8. 1 pint copying ink	.40	
		1 dozen bottles mucilage	5.85	
		5 gross steel pens	3.25	
		1 Globe file	.75	
		9. 3,000 postals, lithographed and printed	45.00	
		1 rubber stamp and pad	3.50	
		100 cabinet envelopes	.45	
		11. 100 cards and printing	.75	
		13. 4 scrap books	2.40	
		6 pints writing and copying ink	2.28	
		1 box McGill's staples	.35	
		Plate and 100 cards	1.80	
		1 tablet and pass book	.55	
		Note paper, tablets, etc	12.80	
		Binding 1 volume letters	2.00	
		1 type-writer ribbon	.75	
		1 bottle mucilage	.40	
		16. Artist materials	4.75	
		200 sheets linen paper	2.75	
		½ dozen erasers	2.36	
		500 stamped envelopes and printing	13.00	
		Stationery	.95	
		4 pieces cotton for copying press	.20	
		18. 1 stamp-dampener	.50	
		500 stamped envelopes and printing	13.00	
		1 dozen Carter's mucilage	4.60	
		2 dozen Mark Twain's scrap-books	1.70	
		21. 1 dozen erasers	3.60	
		1 dozen erasers	4.73	
		500 stamped envelopes and printing	13.00	
		1 stub file	1.25	
		22. Note paper, envelopes, and freight	2.00	
		1 rubber stamp	1.00	
		2 gross Perry's pens	1.50	
		½ dozen white crayon pencils	.45	
		5 reams type-writer paper	7.50	
		1 pad for stamp and postage	.58	
		23. 4 reams linen type-writer paper	6.00	
		1 nail puller	3.00	
		3 M Perfection envelopes No. 9	12.75	
		1 hektograph No. 2	3.25	
		Stamping note paper	1.75	
		27. Stationery	1.55	
		1 letter scale	2.50	
		4 sheets blue blotting	.30	
		50 linen envelopes	.40	
		1 ink pad	.50	
		1 dozen quarts Arnold's fluid	4.18	
		1 dozen pints Arnold's fluid	2.45	
		½ dozen ½ pints Arnold's fluid	.69	
		1 medium 4to cash book	1.25	
		28. 1 dozen quarts Thomas's ink	4.10	
		1 dozen pints Thomas's ink	2.60	
		2 dozen ½ pints Thomas's ink	3.16	
		1 scrap book	.70	
		1 bottle hektograph ink	.25	
		6 cap 4to books	1.62	
		1 quart violet ink	.75	
		29. Repairing stylo pen	.85	
		30. 20 reams cap manilla	2.80	
		31. 2 dozen O. K. files	6.50	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1888.				
Aug. 8	5289	Belford, Clarke & Co.:		
		For the Belford's Magazine furnished by order of the Clerk from July 1, 1888, to June 30, 1889, to the following named member of the House of Representatives, viz: Hon. R. Q. Mills		
	5323	Robert Beall:		
		1888.		
		July 2. 1 Letter writer	$0.50	
		5. 1 Appeal to the American People	.50	
		1 Black Arrow	.50	
		7. 1 Denslow's Economics	3.50	
		10. 1 Appeal to the American People	.50	
		1 Black Arrow	.50	
		1 Century for July	.35	
		10. 1 Dictionary of Quotations	3.00	
		1 pocket wallet	1.75	
		1 Protective Tariff	.75	
		11. 1 box paper	.50	
		1 novel	.25	
		Century for May and June	.70	
		1 pocket-book	3.50	
		2 quires Overland note and envelopes	.40	
		1 Forum	.50	
		1 North American Review	.50	
		12. 1 American Almanac	1.25	
		Postage	.10	
		13. 1 letter register	.75	
		14. 1 Lippincott for April	.25	
		1 Mr. Mecson's Will	.25	
		1 Appeal to American People	.50	
		1 Popular Science for July	.50	
		1 French dictionary	1.75	
		1 French novel	.60	
		17. 1 Voorhees' Speeches	5.00	
		18. 4 Science Primers	2.00	
		19. 1 pocket-book	4.00	
		21. 1 Heyl's Import Duties	3.50	
		1 Tausig's History Tariff	1.13	
		26. 2 Titcomb's Letters	2.50	
		28. 1 Calhoun's Works, 6 volumes	13.50	
		30. 1 pocket-book	3.15	
		31. 1 Reader's Hand-book	3.15	
		1 Roget's Thesaurus	1.80	
		1 Foreign and Classical Quotations	1.58	
		1 Webster's Works, 6 volumes	16.20	
		Aug. 1. 1 box paper	.50	
		2. 1 Ward's Reign of Queen Victoria	7.20	
		1 Scottish Minstrel	1.00	
		3. 1 Political Platforms	.10	
13	5326	The Washington Post Publishing Company:		
		For the Washington Post, furnished by order of the Clerk from July 1 to Aug. 1, 1888, to the following named member of the House of Representatives, viz: Hon. M. Biggs		
23	5333	Charles Scribner's Sons:		
		For the Scribner's Magazine, furnished by order of the Clerk from July, 1888, to June, 1889, to the following-named member of the House of Representatives, viz: Hon. John H. Rogers		
31	5361	Detre & Blackburn:		
		1888.		
		Aug. 17. To 500 sheets 16 by 22 parchment, at .35$\frac{1}{100}$		
Sept. 5	5383	Easton & Rupp:		
		1888.		
		Aug. 1. Rubber stamp and pad	1.25	
		100 cards and printing	.75	
		4 pamphlet cases	2.40	
		2 memorandum books	.15	
		2. ½ dozen index books	2.85	
		3 dozen vest-pocket books	2.75	
		7 memorandum books	1.65	
		100 reams cap manilla	14.00	
		15 bottles ink, assorted	1.08	
		500 stamped envelopes and printing	13.00	
		4 blank books	4.60	
		1 bottle stamping ink	.50	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of Voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Oct. 2	5473	Robert Beall—Continued.		
		1888.		
		Sept. 3. 2 Lippincott's Magazines	$0.50	
		1 Tussig on Tariff	1.25	
		1 Long's Republican Party	3.00	
		5. Engraving die, 1426 K. W.	3.00	
		½ ream Irish linen note	1.00	
		Stamping Irish linen note	.50	
		125 Irish linen envelopes	1.00	
		1 Political Quarterly Journal	1.00	
		1 Thompson's Tariff	2.80	
		7. 1 Appeal to American People	.50	
		8. 3 Appeals to American People	1.50	
		14. 1 Lippincott	.25	
		1 Robert Elsmere	.50	
		15. 1 Green's Making of England	2.25	
		1 Green's Conquest of England	2.25	
		1 Triumphant Democracy	.50	
		1 Political Platforms	.10	
		1 Seven Conventions	1.00	
		1 Gunton on Trusts	.75	
		Sept. 22. 1 Discourses in America	1.35	
		1 Arnold's poems, 2 vols	3.15	
		1 Brooks English Literature	1.80	
		1 Forbidden Subject	.25	
		1 eraser	.50	
		25. 1 Thompson on Tariff	2.50	
		1 Mason's Short History	1.00	
		1 Webster's Dictionary, indexed	12.00	
				$64.45
4	5478	Gardner G. Howland, treasurer N. Y. Herald: For the Daily New York Herald, furnished by order of the Clerk, from Oct. 1, 1888, to Oct. 1, 1889, to the Hon. Jas. H. Blount		10.00
	5479	New York Times, George Jones, treasurer: For the New York Times, furnished by order of the Clerk, from Oct. 1, 1888, to Sept. 30, 1889, to the Hon. Jas. H. Blount		8.00
20	5544	Morgan Envelope Company:		
		1888.		
		Sept. 11. 20,000, 1060, 10-inch envelopes, at $2.05	41.00	
		10,000, 1060, 8¼-inch envelopes, at $1.80	18.00	
		25,000, 1060, 9-inch envelopes, at $1.80	45.00	
		100,000, 1060, Gov. 6-inch envelopes, at $1.15	115.00	
				219.00
21	5560	James J. Chapman:		
		1888.		
		Aug. 24. 1 McPherson's Hand Book, 1884	2.00	
		1 McPherson's Hand Book, 1886	2.00	
		Sept. 18. 1 McPherson's Hand Book, 1872	2.50	
		1 McPherson's Hand Book, 1877	2.50	
		1 McPherson's Hand Book, 1876	2.50	
		1 McPherson's Hand Book, 1878	2.00	
		1 McPherson's Hand Book, 1880	2.00	
		1 McPherson's Hand Book, 1882	2.00	
		21. 1 McPherson's Hand Book, 1888	2.00	
		1 McPherson's Hand Book, 1888	2.00	
		Oct. 2. 1 McPherson's Hand Book, 1888	2.00	
		1 McPherson's Hand Book, 1888	2.00	
				25.50
Nov. 15	5566	Robert Beall:		
		1888.		
		Oct. 23. ½ dozen each, gold pens, Nos. 1, $5.60; 2, $6.80; 3, $8; 4, $9.60	5.00	
		½ dozen each, gold pens, Nos. 5, $12; 6, $14.40; 7, $17.60	7.33	
		½ dozen each, gold pens, Nos. 8, $22.40; 9, $28.80	8.53	
		½ dozen gold pens, No. 10, at $12	7.33	
		½ dozen gold pens, No. 11, at $14.40	4.00	
		½ dozen gold pens, No. 12, at $17.60	4.80	
		½ dozen gold pens, No. 13, at $22.40	5.87	
		Oct. 23. ½ dozen gold pens, Falcon, at $16	3.73	
		½ dozen gold pens, J, at $12	1.33	
		½ dozen gold pens, Commercial No. 4, at $9.60	2.00	
		½ dozen gold pens, No. 5, at $12	1.60	
		½ dozen gold pens, No. 6, at $14.40	2.00	
		½ dozen gold pens, stub, No. 4, at $9.60	2.40	
			1.60	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1888.				
Sept. 5	5383	Easton & Rupp—Continued.		
		1888.		
		Aug. 31. 1 dozen letter books	$9.75	
		1 record book	1.50	
		500 stamped envelopes and printing	12.00	
		Artists materials	2.35	
		1 dozen document boxes	5.40	
		1 scrap book	.70	
		1 record book, indexed	4.00	
		3½ M perfec. linen, No. 9	14.87	
	5384	William Ballentyne & Son:		
		1888.		
		Aug. 23. 3 great gross rubber bands, No. 17, at $1.50	4.50	
		27. 50 gross rubber bands, assorted, at ,44½	22.29	
11	5392	Wyckoff, Seamans & Benedict:		
		1888.		
		Sept. 7. To 5 reams type-writer paper, cap sample, at $2.04½ net	10.24	
		To 5 reams type-writer paper, letter sample, at B, $2.04½ net	10.24	
		To 8 reams type-writer paper, letter sample, at C, $1.60 net	12.80	
		To 12 reams No. 2½ legal ruled paper, at $1.52 net	18.24	
		To 12 reams No. 2½ legal ruled paper, at $1.52 net	18.24	
		To 5 reams No. 4 Regent ruled paper, at $1.60	8.00	
		To 5 reams No. 4 Regent letter paper, at $1.28	6.40	
		To 5 reams No. 3 Regent legal paper, at $1.20	6.00	
		To 5 reams No. 3 Regent letter paper, at $1.00	5.00	
		To 2 reams 1½ Paragon legal paper, at 1.20	2.40	
		To 2 reams 1½ Paragon letter paper, at .96	1.92	
18	5394	Alta Cal. Pub. Co.:		
		For the daily Alta, furnished by order of the Clerk from Aug. 27, 1888, to Mar. 4, 1889, to Hon. Thos. L. Thompson		
19	5418	Courier-Journal Co.:		
		For the daily and Sunday, furnished by order of the Clerk from Sept. 8, 1888, to Mar. 4, 1889, the Hon. W. C. P. Breckinridge		
27	5425	W. F. Rogart:		
		For the daily Examiner, furnished by order of the Clerk from Aug. 27, 1888, to Mar. 4, 1889, to the following named member of the House of Representatives, viz:		
		Hon. Thos. L. Thompson		
Oct. 2.	5472	E. E. Rider:		
		1888.		
		July 13. 1 barrel N. W. 4-ply cotton twine, 122 pounds at $.20	$24.40	
		2,000 McGill's R. H. fasteners, at $2.50	5.00	
		Sept. 5. 32 reams 12 pound flat letter, at $2.04	65.28	
		6. 2,000 XXX No. 1 rag envelopes, No. 10, at $4	8.00	
		7. 1½ gross Faber's R. and B. pencils, at $12.96	19.44	
		8. 250 tablets, 4030, at $6.00	15.00	
		100 tablets, 4028	4.00	
		100 tablets, 4144	9.00	
		50 tablets, 4148, at $15.00	7.50	
	5473	Robert Beall:		
		1888.		
		Aug. 10. 1 Margin of Profits	.40	
		1 Forbidden Subject	.25	
		1 Why we Trade and How we Trade	.25	
		17. 2 novels	.50	
		23. 1 Trusts	.50	
		24. 2 Todd's Student's Manual	3.00	
		25. 1 McPherson's Hand Book for 1896	2.00	
		27. 10 American Almanac for 1888	3.50	
		1 Mason's Short History of Tariff	1.25	
		28. 1 Appeal to American People	.50	
		29. 1 Foster's Federal Judicial Acts	1.50	
		30. 1 American Almanac, and postage	.40	
		31. 1 Presidential Elections	1.50	
		Sept. 3. 1 Fifty Years' National Progress	.50	
		1 Thompson's Protection	2.50	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Nov. 15	5568	Detre & Blackborn—Continued.		
		1888.		
		Oct. 25. 1 M McGill's R. H. No. 3	$2.79	
		½ dozen copying book, 2010	.72	
		½ dozen table pads, $5.94	.49	
		25 gross Perry's 3-point pens, 54.9 cents	13.72	
		1,000 sheets parchment, 16 x 22, 35.1 cents	351.00	
		31. 70 gross Faber's pencils, No. 2, $5.64	394.80	
		3 gross Faber's pencils, No. 3, $5.64	16.92	
		2 gross Faber's round-gilt pencils, $5.64	8.18	
				$1,115.32
	5569	Wm. Ballentyne & Son:		
		1888.		
		Oct. 12. For 3 dozen 15-inch ruler, $3.18	9.54	
		3 dozen 18 inch ruler, $3.80	11.40	
		1 gross penholders, 3687	4.18	
		1 gross penholders, 3597	3.80	
		1 gross penholders, 5181	2.42	
		3 dozen Faber's I. and P. eraser, 63 cents	1.89	
		3 dozen Faber's I. and P. eraser, $1.34	4.02	
		15. 3 dozen rubber penholders, 3, 85 cents	2.55	
		3 dozen rubber penholders, 4, 90 cents	2.70	
		17. 2 dozen pen racks, 6084 E. G., 80 cents	1.66	
		2 dozen pen racks, 81 H, $1.18	2.36	
		1 dozen pen racks, 21 H	1.32	
		18. 4 dozen blotting pads, 1632, $7.50	30.00	
		1 dozen blotting pads, 1630	5.00	
				82.78
Dec. 3	5601	Hon. A. R. Anderson:		
		By allowance	125.00	
		To stationery	10.72	
				114.28
	5602	Hon. J. L. Chipman:		
		By commutation	125.00	
		To stationery	36.45	
				88.55
	5603	Hon. Charles E. Hogg:		
		By commutation	125.00	
		To stationery	11.65	
				113.35
	5604	Hon. William H. Crain:		
		By commutation	125.00	
		To stationery	3.31	
				121.69
	5605	Hon. J. B. Weaver:		
		By commutation	125.00	
		To stationery	8.90	
				116.10
	5606	Hon. S. T. Hopkins:		
		By commutation	125.00	
		To stationery	3.35	
				121.65
	5607	Hon. J. M. Brower:		
		By commutation	125.00	
		To stationery	29.86	
				95.14
	5608	Hon. John Nichols:		
		By commutation	125.00	
		To cash		125.00
	5609	Hon. M. A. Foran:		
		By commutation	125.00	
		To stationery	41.08	
				83.92
	5610	Hon. John B. Penington:		
		By commutation	125.00	
		To cash		125.00
	5610	Hon. M. H. Ford:		
		By commutation	125.00	
		To stationery	3.71	
				121.29
	5612	Hon. John H. Gear:		
		By commutation	125.00	
		To stationery	16.86	
				108.14
	6613	Hon. W. H. F. Lee:		
		By commutation	125.00	
		To cash		125.00

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1888.				
Nov. 15	5566	Robert Beall—Continued.		
		1888.		
		Oct. 23. ½ dozen gold pens, No. 5, at $12	$2.00	
		½ dozen gold pens, No. 6, at $14.40	2.40	
		½ dozen gold pens, Professional, at $9.60	1.60	
		1/12 dozen Wirt fountain pens, at $24	16.00	
		29. ½ dozen Wirt fountain pens, at $24	12.00	
		1/12 dozen gold Falcon pens, at $16	1.33	
		Nov. 5. 1 dozen Congressional ivory folders, 10 inch, extra heavy	10.50	
		5 dozen Congressional ivory folders, 10 inch, at $5.25	26.25	
		2 dozen Congressional ivory folders, 9 inch, at $4.69	9.38	
	5567	Robert Beall:		
		1888.		
		Sept. 27. 1 American Almanac	.35	
		1 Dog Stories and Dog Lore	1.35	
		29. 1 Thompson on Tariff	2.50	
		1 Republican Campaign Book	.50	
		1 History Republican Party	2.75	
		1 Financial History United States, 3 vols	9.50	
		Oct. 3. 1 binding Political Manuals	1.25	
		5. 1 American Almanac, 35 cents; Democratic Campaign Book, $1	1.35	
		1 Taussig on Tariff, $1.25; Tariff Wages, 20 cents	1.45	
		1 Tariff Questions, 25 cents; Tariff Chats, 25 cents	.50	
		1 Destructive Influence of Tariff	.40	
		1 McPherson's Hand Book	2.00	
		12. 1 Tariff in a Nutshell, 30 cents; 1 History of Tariff, $1.25	1.55	
		1 McPherson's Hand Book	2.00	
		1 History of Republican Party	3.00	
		13. 1 McPherson's Hand Book	2.00	
		1 Allen on Tariff	1.00	
		18. 1 Blooms of the Berry	1.25	
		1 Triumphs of Music	1.25	
		1 Kenney's Lyrics	1.50	
		1 Clover, $1.25; 1 Patton's Democratic Party, $1	2.25	
		26. 50 cards, printing, and postage	.90	
	5568	Detre & Blackborn:		
		1888.		
		Oct. 25. 1 dozen inkstands, 1020	4.00	
		1/12 dozen inkstands each, 1022, $6; 4364, $6	1.00	
		½ dozen inkstands, 4640, $10.50	5.25	
		1/12 dozen inkstands each, 360, $9; L., $6	1.25	
		3 dozen inkstands, 131, $3.50	10.50	
		1 dozen inkstands each, F., $2.40; 308½, $1.24; 308½, $1.74½; 308½, $1.95	7.33	
		½ dozen inkstands, 14, $6	1.50	
		4 dozen rubber holders each, 2, 74 cents; 3, 79 cents	6.12	
		2 dozen rubber holders, 3-flange, 79 cents	1.58	
		1 dozen rubber holders each, 5, $1; 7, $1.10	2.10	
		25 dozen pins, No. 4, 60 cents	15.00	
		10 dozen pins, No. 3, 65 cents	6.50	
		½ dozen pen-wipers, No. 2, $2.40	1.20	
		1 dozen pen-wipers, No. 1	2.40	
		1 dozen weights, 83, nickel, $3	6.00	
		2 dozen weights, 836, nickel, $3	6.00	
		½ dozen weights each, 308, $5; 306, $9; 300, $3.24	8.62	
		½ dozen Dew Drop inks, $1.80	.90	
		100 tie envelopes, each 9, $3.15; 10, $3.50; 11, $4; 12, $4.50	15.15	
		10 pounds Dennison's wax, 47 cents	4.70	
		360 gross steel pens, assorted, viz: 50 gross Esterbrook's Falcon; 50 gross King's Falcon; 25 gross King's No. 9; 75 gross Drekas, No. 3; 75 gross Esterbrook's Blackstone; 50 gross Spencerian Congressional; 10 gross Washington Medallion; 25 gross Sinott's, 303-306, 54.9 cents	197.64	
		1 M McGill's R. H. No. 1	2.44	
		8 M McGill's R. H. No. 2, $2.44	19.52	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 6	5638	Hon. Frank Lawler:		
		By commutation	$125.00	
		To cash		$125.00
	5639	Hon. L. W. Moore:		
		By commutation	125.00	
		To cash		125.00
	5640	Frank M. Lewis:		
		1888.		
		Nov. 20. 96 boxes, 2 quires standard, 4321, at 50 cents	48.00	
		180 boxes, 2 quires standard, 4351, at 55 cents	99.00	
		25 boxes, 2 quires standard, 4421, at 60 cents	15.00	
		25 boxes, 2 quires standard, 4451, at 65 cents	16.25	
		60 boxes, 4 quires standard, 5321, at $1	60.00	
		60 boxes, 4 quires standard, 5351, at $1.10	66.00	
		Dec. 5. 3 dozen Mm. 211 S. W., 13, at $9.60	28.80	
		2 dozen Mm. 211 R, 12, at $8	16.00	
		2 dozen Mm. 218 R., 12, at $6.80	13.60	
		3 dozen Mm. 213 N. 13, at $8.40	25.20	
		1 dozen Mm. 211 L. S., at $8	8.00	
		1 dozen Mm. 210 L. S., at $6.80	6.80	
		1 dozen Mm. 211 H., at $6.80	6.80	
		1 dozen Mm. 218 H., at $6	6.00	
		1 ream Mg., 60 octavo	4.65	
		1 ream Mg. com	5.00	
		1 ream Advts., proof octavo	6.20	
		1 ream Advts. proof octavo com	6.85	
		¼ M superfine 4½ mourning	7.50	
		¼ M superfine 3½ mourning	7.50	
		¼ M artists 4½ mourning	10.00	
		¼ M artists 3½ mourning	10.00	
				473.15
7	5641	Hon. N. W. Nutting:		
		By commutation	125.00	
		To stationery	13.46	
				111.54
	5642	Hon. W. J. Stone, Missouri:		
		By commutation	125.00	
		To cash		125.00
	5643	Hon. A. M. Bliss:		
		By commutation	125.00	
		To stationery	4.28	
				120.72
	5644	Easton & Rupp:		
		1888.		
		Oct. 13. 10 dozen quarts Thomas' black ink, at $4.10	41.00	
		10 dozen pints Thomas' black ink, at $2.65	26.50	
		10 dozen ½ pints Thomas' black ink, at $1.60	16.00	
		3 dozen inkstands, No. 60, at 84 cents	2.52	
		16. 2 dozen samples memorandum books, at $8.29	16.58	
		1 dozen inkstands, No. 14 D	2.65	
		2 dozen inkstands, No. 501, at $4	8.00	
		2 dozen inkstands, No. 503, at $7.55	15.10	
		¼ dozen inkstands, No. 4650, at $11.40	2.85	
		¼ dozen inkstands, No. 4614, at $8.40	2.10	
		¼ dozen inkstands, No. 4606, at $4.20	2.10	
		2½ dozen table baskets, No. 210½, at $4.65	11.62	
		2½ dozen table baskets, No. 210½, at $5.45	13.62	
		2 inkstands, at $1.35	2.70	
		6 dozen terrace pins, at 70 cents	4.20	
		6 dozen Eureka pins, at 70 cents	4.20	
		1 dozen paper weights, No. 6037, E. G.	1.35	
		1 dozen paper weights, No. 6036, E. G.	1.85	
		1 gross red tape	30.80	
		6 dozen erasers, No. 18,149, black, at $3.60	21.60	
		6 dozen erasers, No. 18,149, white, at $4.38	26.28	
		5 dozen O. K. files, at $2.75	13.75	
		5 dozen Favorite files, at $2.23	11.25	
		2 dozen 6-inch trimmers, nickel, at $5.37	10.74	
		2 dozen 7-inch trimmers, nickel, at $6	12.00	
		2 dozen 8-inch trimmers, nickel, at $6.65	13.30	
		1 dozen 9-inch trimmers, nickel	7.88	
		1 dozen 10-inch trimmers, nickel	9.70	
		1 dozen 11-inch trimmers, nickel	12.90	
		1 dozen 12-inch trimmers, nickel	14.10	
		10 dozen quarts Arnold's fluid, at $4.19	41.90	
		10 dozen pints Arnold's fluid, at $2.47	24.70	
		10 dozen ½ pints Arnold's fluid, at $1.40	14.00	
		22. 5 dozen document boxes, No. 10, at $2.50	12.50	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 4	5616	Hon. C. A. Russell:		
		By commutation	$125.00	
		To stationery	17.86	
				$107.1
	5617	Hon. Geo. W. Dargan:		
		By commutation	125.00	
		To stationery	59.45	
				65.5
	5618	Hon. Daniel Ermentrout		
		By commutation	125.00	
		To stationery	1.14	
				123.8
	5619	Hon. Jno. S. Henderson:		
		By commutation	125.00	
		To stationery	39.97	
				87.0
	5620	Hon. Jno. D. Long:		
		By commutation	125.00	
		To cash		125.0
	5621	Hon. Wm. P. Taulbee:		
		By commutation	125.00	
		To cash		125.0
	5622	Hon. A. M. Dockery:		
		By commutation	125.00	
		To stationery	7.45	
				117.5
5	5625	Hon. T. S. Flood:		
		By commutation	125.00	
		To stationery	27.06	
				97.9
	5626	Hon. James O'Donnell:		
		By commutation	125.00	
		To cash		125.0
	5627	Hon. W. G. Stahlnecker:		
		By commutation	125.00	
		To stationery	31.88	
				93.1
	5628	Hon. J. K. Toole:		
		By commutation	125.00	
		To stationery	1.80	
				123.2
	5629	Hon. F. G. Barry:		
		By commutation	125.00	
		To stationery	8.14	
				116.
	5630	Hon. S. W. Peel:		
		By commutation	125.00	
		To stationery	25.84	
				99.
	5631	Hon. Daniel Kerr:		
		By commutation	125.00	
		To cash		125.
	5632	Hon. F. C. Bunnell:		
		By commutation	125.00	
		To cash		125.
	5633	Hon. J. D. Sayres:		
		By commutation	125.00	
		To stationery	16.37	
				108.
	5634	Hon. G. A. Anderson:		
		By commutation	125.00	
		To stationery	3.83	
				121.
	5635	Hon. F. M. Simmons:		
		By commutation	125.00	
		To stationery	4.48	
				120.
6	5636	Hon. J. H. Bankhead:		
		By commutation	125.00	
		To stationery	7.18	
				11
	5637	Hon. Barnes Compton:		
		By commutation	125.00	
		To stationery	9.80	
				11

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 7	5644	Easton & Rupp—Continued.		
		1888.		
		Nov. 1. 1 dozen blank books, 20804	$14.40	
		5 dozen Carter's crimson ink, at $1.69	8.45	
		3. 1 dozen 9-inch trimmers, nickel	7.88	
		1 dozen 12-inch trimmers, nickel	14.10	
		3 dozen padlock key-rings, at $2.25	6.75	
		6. 6 dozen memorandum books, 2635, at 70 cents	4.20	
		6 dozen memorandum books, 2636, at 48 cents	2.88	
		1 dozen 3-quire books, 11600, indexed	8.30	
		1 dozen 3-quire books, 20400, indexed	10.60	
		1 dozen 3-quire books, 11900, indexed	9.60	
		1 dozen 3-quire books, 13500, indexed	12.60	
		1 dozen 3-quire books, 20600, indexed	11.00	
		1 dozen 4-quire books, 20600, indexed	14.00	
		4 dozen sponges, at $1.08	4.32	
				$1,670.87
	5645	Easton & Rupp:		
		1888.		
		Sept. 5. 200 postal-cards and printing	3.35	
		6. 1 box swan quill pens	.45	
		1 scrap book	.70	
		Repairing Caws pen	1.50	
		7. ½ ream manifold letter	.40	
		1 bottle mucilage	.40	
		7. 1 fountain pen	2.25	
		10. 200 half sheets letter, printed	2.75	
		5 dozen Mark Twain scrap books, at 85 cents	4.25	
		Engraved plate and 100 cards	1.80	
		Printing 1,000 envelopes	1.25	
		Printing 1,000 envelopes	1.25	
		Stationery	3.70	
		1 gross pens and 3 pointed	1.15	
		1 lap tablet	.50	
		2 stub files	1.30	
		4 reams cap type-writer, at 50 cents	6.00	
		3 reams cap type-writer, linen, at $1.75	5.25	
		4 reams letter type-writer, linen, at $1.50	6.00	
		1 bottle Arnold's fluid	.25	
		1 memorandum book	.45	
		½ ream white blotting cut	11.00	
		6 quarts Carter's mucilage	3.60	
		6 pints Carter's mucilage	2.00	
		100 tablets	7.00	
		2,000 manilla envelopes	2.10	
		14. 1 memorandum book	.45	
		Artist material	38.41	
		1 dozen Mark Twain scrap books, 33076	7.41	
		1 dozen Mark Twain scrap books, 33074	5.70	
		200 cards and printing	1.50	
		1 gross pens	.90	
		15. 6 boxes swan quill pens	2.70	
		½ dozen res. mucilage	2.30	
		½ dozen res. mucilage	1.35	
		500 2-cent stamped envelopes, printed	13.00	
		18 reams extra superfine letter	35.55	
		17. 1 pen-cleaner	.35	
		1 piece rubber	.15	
		18. Repairing fountain-pen	1.00	
		19. 22 blank books	3.16	
		Cutting index	.30	
		Printing 1,000 envelopes	1.50	
		3,000 postal-cards, lithographed and printed	45.00	
		500 stamped envelopes, printed	13.75	
		21. Printing 500 envelopes	1.00	
		25. 29½ reams 12-pound letter whitings	57.62	
		26. 1 Wirt pen	2.25	
		1 tablet	.08	
		400 B. B. cards and printing	6.65	
		1 gross relief pens	.65	
		28. 1 rubber stamp and pad	3.00	
		29. ½ ream R. I. L. note B. B	1.75	
		125 R. I. L. envelopes B. B	1.25	
		1 quire R. I. L. note B. B	.40	
		500 stamped envelopes and printing	13.00	
		1 blank book	.81	
		2 Mark Twain scrap-books	3.20	
		Oct. 3. ½ ream R. I. L. note	.65	
		125 R. I. L. envelopes	.75	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	To
1888.				
Dec. 7	5644	Easton & Rupp—Continued.		
		1888.		
		Oct. 22. 3 dozen Congressional tie boxes, 12 flat, at 20 cents	$0 60	
		3 dozen Congressional tie boxes, 10 flat, at 15 cents	.45	
		3 dozen Congressional tie boxes, 9½ inches, at 25 cents	.75	
		6 dozen Congressional tie envelopes, 11½ inch, at 28 cents	1.68	
		6 dozen Congressional tie envelopes, 11.1 inch, at 35 cents	2.10	
		3 dozen Congressional tie envelopes, 12.1 inch, at 39 cents	1.17	
		1 dozen pamphlet cases	6.15	
		3 dozen file boxes, globe No. 1, at $4	12.00	
		23. ½ gross cork and wood pen-holders	4.50	
		½ gross triangular pen-holders	1.80	
		24. 2 dozen cork screws, at $6.25	12.50	
		26. 2 inkstands, 350, at 65 cents	1.30	
		11 inkstands, 330, at 80 cents	8.80	
		12 inkstands, 591, at 98 cents	11.76	
		11 inkstands, 360, at 87 cents	9.57	
		11 inkstands, 453, at 85 cents	9.35	
		6 dozen visiting cards in cases, at $2	12.00	
		27. 60 reams Crane's bond letters, 21, at $2.45	147.00	
		20 reams Crane's bond commercial, 21, at $1.40	28.00	
		60 reams Crane's bond packet, 21, at $1.90	114.00	
		30. 96 reams standard linen letter, at $3.25	312.00	
		31. 30 tables packet, at $6.85	2.05	
		60 tables, letter, at $10.25	6.15	
		100 tables, cap, at $12.90	12.90	
		3 dozen memorandums, 904	.90	
		3 dozen memorandums, 914	1.50	
		6 dozen memorandums, 72	1.20	
		3 dozen memorandums, 168, at 45 cents	1.35	
		Nov. 1. 6 dozen memorandums, 164, at 38 cents	2.28	
		3 dozen memorandums, 649, at $1.60	4.80	
		3 dozen memorandums, 691, at $1.45	4.35	
		3 dozen memorandums, 711, at $2.45	7.35	
		3 dozen memorandums, 709, at $1.85	5.55	
		2 dozen memorandums, 941, at $2	4.00	
		1 dozen memorandums, 973	4.25	
		1 dozen memorandums, 1123	3.10	
		1 dozen memorandums, 1309	1.55	
		1 dozen memorandums, 1145	2.70	
		1 dozen memorandums, 1313	1.38	
		1 dozen memorandums, 1329	1.80	
		1 dozen memorandums, 1321	1.65	
		1 dozen memorandums, 1325	1.90	
		1 dozen memorandums, 1317	1.68	
		1 dozen memorandums, 1139	2.00	
		1 dozen memorandums, 1475	1.80	
		1 dozen memorandums, 1133	1.85	
		2 dozen memorandums, 1401, at $2.30	4.60	
		1 dozen memorandums, 1339, at $2.80	2.00	
		1 dozen memorandum books, 1135	2.70	
		½ dozen memorandum books, 1501	2.22	
		1 dozen memorandum books, 1491	4.75	
		1 dozen memorandum books, 1457	4.25	
		½ dozen memorandum books, 1509	3.12	
		1 dozen stub files, 34052	11.00	
		6 dozen blank books, 10602, at $2.40	14.40	
		6 dozen blank books, 10603, at $3.60	21.60	
		3 dozen blank books, 11602, at $3.96	11.88	
		3 dozen blank books, 11603, at $5.94	17.82	
		2 dozen blank books, 15403, at $6.12	12.24	
		3 dozen blank books, 20403, at $8.28	24.24	
		2 dozen blank books, 10903, at $6.48	12.96	
		2 dozen blank books, 11903, at $7.20	14.40	
		2 dozen blank books, 13503, at $10.26	20.52	
		2 dozen blank books, 20603, at $8.64	17.28	
		1 dozen blank books, 20604	11.52	
		2 dozen Mark Twain scrap books, 33074	11.40	
		2 dozen Mark Twain scrap books, 33076	14.82	
		2 dozen Mark Twain scrap books, 33096	31.92	
		2 dozen Mark Twain scrap books, 33097	34.20	
		3 dozen Mark Twain scrap books, 33000	2.57	
		3 dozen Mark Twain scrap books, 33004	3.42	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 11	5659	The Francis T. Witte Hardware Company:		
		1888.		
		Nov. 27. 2 dozen corkscrews, No. 57, at $1.50	$3.00	
		1 dozen corkscrews, No. 168	5.25	
		1 dozen corkscrews, No. 255	5.25	
		2 dozen knives, No. 8165, at $7.50	15.00	
		2 dozen scissors, No. 926–5, at $3.96	7.92	
		2 dozen scissors, No. 900–6, at $3.95	7.90	
		1 dozen scissors, No. 239–4	2.50	
				$46.82
	5660	James R. Michael:		
		1888.		
		Oct. 11. To 5 reams, 140 pounds blotting paper, at $14 per ream		70.00
	5665	Hon. W. I. Hayes:		
		By commutation	125.00	
		To stationary	20.54	
				104.46
	5666	Hon. S. Z. Landes:		
		By commutation	125.00	
		Cash		125.00
	5668	Detre & Blackborn:		
		1888.		
		Nov. 12. For 6 dozen 8-ounce Arabian mucilage, at $2.97	17.82	
		5 dozen 14-ounce Arabian mucilage, at $4.24	21.20	
		3 dozen 28-ounce Arabian mucilage, at $6.72	20.16	
		13. 1 dozen office-baskets 20-1	3.74	
		3 dozen office-baskets 20-2, at $4.07	12.21	
		2 dozen office-baskets 20-3, at $4.68	9.36	
		50 gross Perry's U. pens, 12 boxes Gillott's Swan 62, at 54.9	34.03	
				118.52
	5669	Easton & Rupp:		
		1888.		
		Nov. 14. For 32 reams whiting cap, 14-pound, ruled 7, at $2.31½	74.08	
		75 reams whiting letter, 12-pound, ruled, at $1.98	148.50	
		20 reams standard linen letter plain, at $3.50	70.00	
		20 reams standard linen packet note, at $2.50	50.00	
		5 M standard linen envelopes No. 9, at $4.25	21.25	
		15 M standard linen envelopes No. 6, at $3.50	52.50	
		2 dozen Carter's mucilage, 10-ounce, at $4.60	9.20	
		12 dozen sponge mucilage, at $1.48	17.76	
				443.29
	5670	Rider & Addison:		
		1888.		
		Oct. 10. For 4 gross pink tape No. 21, 72 yards, at $26.50	106.00	
		8 cases scissors, No. 7,847, at $4.35	34.80	
		3 dozen Rogers Congressional knives 12,633, at $28	84.00	
		8 dozen Westenholm's knives, assorted, at $24.03	192.28	
		11. 2 dozen paper-weights, C. (anvil), at $4.68	9.36	
		2 dozen paper-weights, A. (No. 90), at $1.93	3.86	
		5 dozen sponge-cups, C. (Dew Drop), at 83 cents	4.15	
		1 dozen sponge-cups, D. (408), at $3.30	3.30	
		1-12 dozen paper-weights, C., at $4.68	.39	
		1-12 dozen paper-weights, A., at $1.93	.16	
		½ dozen sponge-cups, C, at 83 cents	.41	
		1-12 dozen sponge-cups, D., at $3.30	.27	
		1 dozen horn paper-folders, at $1.93	1.93	
		12. 3 dozen quarts Carter's combined, at $5.80	11.60	
		4 dozen pints Carter's combined, at $3.62	14.48	
		4 dozen ½ pints Carter's combined, at $2.16	8.64	
		4 dozen 5-ounce Arabain, at $2.54	10.16	
		13. 40 dozen tablets, 4030, at 68 cents	27.20	
		10 dozen tablets, 4028, at 45 cents	4.50	
		Nov. 9. 350 boxes office assorted bands, at 33 cents	115.50	
		60 gross No. 11 bands, at 5½ cents	3.30	
		60 gross No. 12 bands, at 6 cents	3.60	
		60 gross No. 13 bands, at 6½ cents	3.90	
		36 gross No. 14 bands, at 8½ cents	3.06	
		36 gross No. 17 bands at 10 cents	3.60	
		36 gross No. 18 bands, at 11 cents	3.96	
		36 gross No. 19 bands, at 12½ cents	14.50	
		24 gross No. 30 bands, at 21 cents	5.04	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Tot
1888.				
Dec. 7	5645	Easton & Rupp—Continued.		
		1888.		
		Oct. 3. 1 rubber stamp	$3.00	
		1 Wirt pen	2.25	
		1 writing fluid	.25	
		1 dozen penholders	.50	
		1 day book	.65	
		6. 5 sticks black wax	.45	
		stamping 3 boxes paper	1.25	
		1 large document basket	1.35	
		1 Wirt pen	2.25	
		1 Stylo pen	2.25	
		1 box seals	.10	
		3 reams letter paper	5.94	
		1 blank book	.45	
		13. 9 reams letter paper	17.73	
		1 gross Col. pens No. 2	.40	
		15. Plate and 200 cards	3.55	
		1 gross Falcon pens	.50	
		Stationery	1.15	
		18. 5,000 autograph letters, printed	23.50	
		1 fountain pen	2.25	
		5,000 slips manila	3.00	
		½ ream Distaff note and envelopes	2.55	
		Stationery	1.05	
		Nov. 3. Engraving die, paper and envelopes, stamped	6.90	
		13. 6 sheets 10-ply board	.60	
		100 cards and printing	.75	
		1 ¼-quire day book	.35	
		Oct. 22. 1,000 stamped envelopes and printing	24.75	
				$4
	5647	Hon. Wm. Elliott:		
		By commutation	125.00	
		To stationery	10.65	
				1
	5648	Hon. Thos. L. Thompson:		
		By commutation	125.00	
		To stationery	24.32	
				1
8	5650	Hon. J. B. Cheadle:		
		By commutation	125.00	
		To cash		1
	5651	Hon. E. W. Greenman:		
		By commutation	125.00	
		To cash		1
10	5652	Hon. Thomas R. Hudd:		
		By commutation	125.00	
		To stationery	2.30	
				1
	5653	Hon. J. M. Allen:		
		By commutation	125.00	
		To stationery	19.70	
				1
	5654	Hon. E. P. Allen:		
		By commutation	125.00	
		To stationery	5.24	
				1
	5655	Hon. Jno. H. O'Neall:		
		By commutation	125.00	
		To cash		1
11	5657	The Evening Star Newspaper Company:		
		1888.		
		Sept. 3. To advertising in the Evening Star as follows: Proposals for stationery, 13 lines, once per week 3 times, 4 lines agate—1 square, 60 cents per square each insertion		
	5658	Morgan Envelope Company:		
		1888.		
		Oct. 31. 401,000 1060 Government 6 envelopes, ½, item 12, at $1.15	461.15	
		25,000 1060 Government 5 envelopes, ½, item 12, at $1.05	26.25	
		50,000 1060 Government 9 envelopes, ½, item 15, at $1.85	92.50	
		25,000 1060 Government 10 envelopes, ½, item 16, at $2 05	51.25	
		30,000 XX white 8¼ envelopes, ½, at $1.85	55.50	
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Contingent fund House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 15	5684	Hon. Wm. D. Kelly:		
		By commutation	$125.00	
		To stationery	3.46	
				$121.54
17	5685	Hon. T. M. Browne:		
		By commutation	125.00	
		To stationery	12.34	
				112.66
	5686	Hon. Joseph Lyman:		
		By commutation	125.00	
		To stationery	6.73	
				118.27
	5687	Hon. Wm. Woodburn:		
		By commutation	125.00	
		To stationery	1.58	
				123.42
	5688	Hon. Jno. J. O'Neill:		
		By commutation	125.00	
		To cash		
				125.00
	5689	Hon. J. D. Richardson:		
		By commutation	125.00	
		To stationery	2.40	
				122.60
	5690	Hon. R. H. M. Davidson:		
		By commutation	125.00	
		To stationery	13.61	
				111.39
18	5729	Hon. T. A. Merriman:		
		By commutation	125.00	
		To stationery	2.49	
				122.51
	5730	Hon. E. H. Funston:		
		By commutation	125.00	
		To stationery	9.82	
				115.18
19	5732	Hon. Wm. D. Bynum:		
		By commutation	125.00	
		To stationery	4.34	
				120.66
	5733	Hon. A. B. Montgomery:		
		By commutation	125.00	
		To stationery	25.18	
				125.98
Dec. 19.	5734	Hon. C. N. Brumm:		
		By commutation	125.00	
		To stationery	4.61	
				120.39
	5735	Hon. M. L. Clardy:		
		By commutation	125.00	
		To stationery	2.11	
				122.89
	5736	Hon. Jno. H. Moffitt:		
		By commutation	125.00	
		To stationery	14.64	
				110.36
	5737	Hon. Chas. T. O'Ferrall:		
		By commutation	125.00	
		To stationery	26.21	
				98.79
	5738	Hon. Frank T. Shaw:		
		By commutation	125.00	
		To cash		125.00
	5739	Easton & Rupp:		
		1888.		
		Nov. 22. 8 dozen sponges, at $1.08	8.64	
		2 post-office boxes, at 30 cents	.60	
		2 post-office boxes, at 40 cents	.80	
		2 post-office boxes, at 55 cents	1.10	
		1 dozen reporter's note books	1.08	
		1 dozen bill files	1.15	
		1 dozen bill files	1.50	
		2 dozen Coughlin's blotters, at $3.25	6.50	
		1 dozen Moore's blotters	4.50	
		3 dozen pearl mucilage, at $1.50	4.50	
		2 dozen flat inkstands, at 95 cents	1.90	
		4 pocket inkstands, at 38 cents	1.52	
		4 pocket inkstands, at 45 cents	1.80	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1888.				
Dec. 19	5739	Easton & Rupp—Continued.		
		1888.		
		Nov. 24. 4 pocket inkstands, at 47 cents	$1.88	
		4 pocket inkstands, at 55 cents	2.20	
		4 pocket inkstands, at 70 cents	2.80	
		4 pocket inkstands, at 80 cents	3.20	
		1 dozen Harp files	.85	
		Do	1.00	
		1 dozen brass clips	.90	
		26. 160 reams Whiting's extra super letter, ruled, at $1.98	316.80	
		100 reams Whiting's extra super letter, plain	198.00	
		27. 1 dozen Carter's mucilage	4.60	
		3 dozen Caw's ink, at 45 cents	1.35	
		6 dozen eagle erasers, small, at 58 cents	3.48	
		27. 6 dozen Eagle erasers, mammoth, at $1.13	6.78	
		36 dozen crown penholders, No. 1, at 26 cents	9.36	
		48 dozen crown penholders, No. 2, at 28 cents	13.44	
		24 dozen crown penholders, No. 3, at 31½ cents	7.56	
		14 gross assorted penholders at $1.43	20.02	
		53 reams 12-pound letter, plain, at $1.98	104.94	
		100 reams 12-pound letter, ruled 8, at $1.98	198.00	
		12 reams type-writer cap, at $1.50	18.00	
		2 blank books at 75 cents	1.50	
		1 dozen pints violet ink	2.50	
		1 dozen half-pints violet ink	1.50	
		Dec. 1. 53½ reams packet note, ruled 8, at $1.16	61.77	
		26¾ reams packet note, plain, at $1.16	31.03	
		12½ reams packet note plain, at $1.16	14.50	
		80 reams packet note, ruled 7, at $1.16	92.80	
		17 reams packet note, ruled 7, at $1.16	19.72	
		15½ reams legal cap, 14 pounds, at $2.31¼	35.30	
		6 reams foolscap, 14 pounds, at $2.31¼	13.89	
		25½ reams foolscap 14 pounds, ruled 8, at $2.31¼	59.03	
		32 reams foolscap, 14 pounds, ruled 7, at $2.31¼	74.08	
		32 reams legal-cap, 14 pounds, ruled 7, at $2.31¼	74.08	
		32 reams legal-cap, 14 pounds, ruled 7, at $2.31¼	74.08	
		33 reams legal-cap, 14 pounds, ruled 7, at $2.31¼	74.08	
		1 gross gem pencils	3.25	
		1 dozen large brass clips	2.00	
		50 reams 60-pound note, at 99 cents	49.50	
		12½ reams 12-pound letter, at $1.98	24.75	
		1¾ reams 14-pound cap, at $2.31¼	4.05	
		12 reams 14-pound cap, at $2.31¼	27.78	
		1 dozen brass clips	.90	
		3 dozen cork penholders, at $1	3.00	
		4. 6 reams type-writer cap, linen, at $1.75	10.50	
		3 reams type-writer letter, linen, at 1.50	4.50	
		5. 2 dozen sponge mucilage, at $1.48	2.96	
		2 dozen 10-ounce mucilage fonts, at $4.60	9.20	
		7. 2 dozen mucilage, at $1.48	2.96	
		2 dozen mucilage, 5 ounce, at $2.70	5.40	
		10. 1 dozen envelope-openers	3.25	
		2 dozen spiral pen-racks, at $1.10	2.20	
		Cutting and packing 10 reams paper	2.50	
		12. 500 card envelopes, at $3.50	1.75	
		500 card envelopes, at $2.80	1.40	
		500 card envelopes, at $3.50	1.75	
		2 dozen reporters' note-books, at $1.08	2.16	
		20 reams standard linen letter, at $3.50	70.00	
		12. 12 dozen sponge-top mucilages, at $1.48	17.76	
		14. 10 mucilage pots, No. 3, at 20 cents	2.00	
		10 mucilage pots, No. 4, at 25 cents	2.50	
		4 mucilage pots, No. 5, at 35 cents	1.40	
		1 dozen envelope-openers	3.25	
				$1
	5740	Easton & Rupp:		
		1888.		
		Nov. 22. 1 gross pens	.65	
		24. 3 envelope-openers	.74	
		3 novelty fasteners	1.50	
		6 boxes assorted bands	3.60	
		26. ¼ dozen brass clips	.45	
		Dec. 1. 1 pint Caw's ink	.35	
		1,000 stamped envelopes and printing	24.75	
		1 pint Caw's ink	.35	
		1 letter file	.75	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Dec. 19	5740	Easton & Rupp—Continued.		
		1888.		
		Dec. 4. Stationery	$2.65	
		3 letter files	2.25	
		Printing in blue 500 envelopes	1.00	
		5. 1,000 stamped envelopes and printing	24.75	
		1 gross Spencerian pens	.80	
		1 blank book drafts	.40	
		1 memorandum book	.25	
		1 gross relief pens	.65	
		1 medium quarto journal	1.50	
		7. 1,000 stamped envelopes and printing	24.75	
		Printing and stamps on 1,000 envelopes	24.50	
		1,000 stamped envelopes and printing	24.75	
		100 postals and printing	2.25	
		Indexing book	.80	
		1 letter press and stand	14.00	
		1 brush and cup	1.05	
		Oil and blotting board	.65	
		8. 1 journal	.75	
		2 table baskets	2.30	
		1 box note	.25	
		10. 1,000 cards and printing	7.50	
		200 cards and printing	1.50	
		550 cards and printing	4.15	
		1 copying bowl and brush	1.05	
		Oil and blotting board	.85	
		Paper and envelopes	.80	
		250 postals and printing	4.00	
		1 ream letter, cut	2.16	
		250 stamped envelopes and printing	6.75	
		1 spool type-writer ribbon	2.00	
		12. Oil and blotting board	.85	
		1 ream letter and printing	3.95	
		Printing 1,000 envelopes	1.50	
		14. 1 stub file	1.25	
		500 stamped envelopes and printing	18.00	
		Printing 500 envelopes	1.00	
		100 cards and printing	.75	
		15. Printing paper and envelopes	3.25	
		300 cards and printing	2.25	
		500 stamped envelopes and printing	13.00	
		1 bottle hektograph ink	.25	
		17. 2 packages toilet paper	.25	
		1 type-writer ribbon	.90	
		50 cards and printing	.50	
				$236.40
	5741	Hon. L. C. Latham:		
		By commutation	125.00	
		To stationery	3.29	
				121.71
	5742	Hon. F. W. Rockwell:		
		By commutation	125.00	
		To stationery	.22	
				124.78
20	5746	Hon. James E. Cobb:		
		By commutation	125.00	
		To stationery	7.21	
				117.79
	5747	Hon. Jacob Yost:		
		By commutation	125.00	
		To cash		125.00
	5748	Hon. J. H. Outhwaite:		
		By commutation	125.00	
		To stationery	3.09	
				121.41
	5756	Hon. Thomas Ryan:		
		By commutation	125.00	
		To stationery	15.66	
				109.34
	5757	Hon. Wm. H. Gest:		
		By commutation	125.00	
		To cash		125.00
21	5769	Hon. H. H. Carlton:		
		By commutation	125.00	
		To stationery	5.89	
				119.11

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 24	5773	Hon. W. H. H. Cowles:		
		By commutation	$125.00	
		To stationery	8.09	
				$116.91
	5774	Hon. J. C. Burrows:		
		By commutation	125.00	
		To stationery	9.70	
				115.30
	5775	Hon. S. M. Robertson:		
		By commutation	125.00	
		To stationery	16.17	
				108.83
	5776	Hon. Wm. S. Holman:		
		By commutation	125.00	
		To stationery	31.28	
				93.72
26	5777	Hon. R. T. Davis:		
		By commutation	125.00	
		To stationery	1.15	
				123.85
	5778	Hon. J. L. MacDonald:		
		By commutation	125.00	
		To stationery	14.51	
				110.49
28	5779	Hon. Chas. F. Crisp:		
		By commutation	125.00	
		To cash		125.00
31	5785	Hon. Beriah Wilkins:		
		By commutation	125.00	
		To stationery	1.16	
				123.84
	5786	George Knapp & Co.:		
		For the St. Louis Republic, furnished by order of the Clerk, from Dec. 27, 1888, to Mar. 13, 1889, to the following-named member of the House of Representatives, viz, Hon. J. E. Hutton		2.00
	5787	George Knapp & Co.:		
		For the Daily Republic, furnished by order of the Clerk, from Dec. 24, 1888, to Mar. 4, 1889, to the Hon. R. Q. Mills		2.00
1889.				
Jan. 2	5790	Hon. E. H. Conger:		
		By commutation	125.00	
		To stationery	65.82	
				59.18
	5791	Hon. P. T. Glass:		
		By commutation	125.00	
		To stationery	1.65	
				123.35
8	5800	Hon. A. P. Hovey:		
		By commutation	125.00	
		To stationery	20.20	
				104.80
	5801	Robert Beall:		
		1888.		
		Dec. 7. 2 dozen business pencils, alligator, at $5.10	10.20	
		1 dozen business pencils, ivory	5.10	
		20. 3 dozen leather-covered scissors, 5-inch, at $8.87	26.61	
		5 dozen leather-covered scissors, 6-inch, at $10.06	50.30	
		3 dozen leather-covered scissors, 7-inch, at $11.62	34.86	
		24. 3 dozen business pencils, No. 1, at $3.60	10.80	
				137.87
		1888.		
	5802	Nov. 16. 1 Little Lord Fauntleroy and postage	2.15	
		20. 1 Little Lord Fauntleroy	2.00	
		28. 1 Robert Elsmere	.50	
		Dec. 5. 1 Figaro	1.00	
		1 Evangeline	1.50	
		1 Marsa in the Cold Ground	1.50	
		6. 250 cards and printing	2.50	
		200 card envelopes	2.00	
		Postage	.51	
		7. 1 Allibone's Quotations	5.00	
		8. 1 pearl penholder	1.50	
		1 Tennyson's Poems	1.75	
		1 Johnson's American Politics	1.00	
		1 North American Review	.50	
		10. 1 Belford's Magazine (December)	.25	

Contingent fund House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 3	5802	Robert Beall—Continued.		
		1888.		
		Dec. 10. 1 pocket-book	$3.00	
		18. 1 card case	.90	
		1 Wings and Stings	.68	
		1 Wild Adventures	.54	
		1 toy book	.25	
		1 Christmas card	.25	
		1 Little Snow Drop	.20	
		9 Christmas cards	.45	
		2 card cases	2.00	
		19. Century for August and October	.70	
		1 pearl holder and pen	3.15	
		1 pearl paper-knife	3.15	
		1 plate card-receiver	7.65	
		1 charm	1.80	
		20. 1 Stories Told by a Doll	.45	
		3 cards	.15	
		3 diaries	3.60	
		21. 1 Ward's English Poets	4.50	
		1 Count Grammont	4.50	
		1 Among the Law-Makers	2.25	
		1 Heroes of England	2.70	
		Expressage and postage	1.10	
		2 Circus books	.90	
		2 Xmas cards	.56	
		1 engraving	1.00	
		24. 1 Browning's Book	1.35	
		1 Young People	1.35	
		1 Evangeline	1.50	
		1 Story of the Cross	.60	
		1 Gulliver's Travels	.75	
		1 Boyhood of Christ	3.15	
		26. 1 American Almanac, cloth	1.25	
		27. 1 Magdalene	1.50	
		2 packs cards	1.00	
		29. 1 Thirty Years of Paris	1.25	
		1 box paper	.25	
		2 sheets blotting-board	.20	
		31. Altering card-plate	.75	
				$84.89
4	5803	Hon. H. Lehlbach:		
		By commutation	125.00	
		To stationery	28.73	
				96.27
	5805	E. Morrison:		
		1888.		
		Dec. 10. To 4 dozen quarts ink, at $5.25	21.00	
		4 dozen pints ink, at $3.65	14.60	
		4 dozen ½ pints ink, at $2.25	9.00	
		1 dozen quarts black fluid	5.25	
		1 dozen pints black fluid	3.26	
		1 dozen ½ pints black fluid	2.25	
				55.75
4	5807	Hon. T. J. Campbell:		
		By commutation	125.00	
		To stationery	14.70	
				110.30
7	5812	Hon. Carlos French:		
		By commutation	125.00	
		To stationery	8.06	
				116.94
8	5816	Hon. F. B. Spinola:		
		By commutation	125.00	
		To stationery	9.11	
				115.89
	5817	Frank M. Lewis:		
		1888.		
		Dec. 6. Engraving address, 2 lines	3.00	
		Stamping 8 quires paper	1.75	
		100 cards and printing	.75	
		200 cards and printing	1.50	
		Engraving plate, address, and 100 cards	2.30	
		Engraving plate, address, and 100 cards	2.30	
		8. Printing 500 cards	3.75	
		11. Stamping 20 boxes paper and envelopes	7.40	
		Engraving ptate, 2 lines, and 500 cards	5.70	
		Engraving plate and 250 cards	3.85	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total
1889.				
Jan. 8	5817	Frank M. Lewis—Continued.		
		1888.		
		Dec. 11. Engraving plate and 500 cards	$3.75	
		12. Engraving plate and 100 cards	1.90	
		Engraving plate and 100 cards	1.90	
		13. Box note-paper	.50	
		Box note paper	.57	
		Stamping 2 quires paper	.50	
		14. Engraving and printing	8.50	
		1 box note paper	.85	
		Stationery	1.25	
		Engraving and stationery	3.00	
		Repair gold pen	.50	
		15. Printing 200 cards	1.90	
		Printing 500 cards and engraving plate	6.50	
		Printing 100 cards	.75	
		Stamping 2 quires paper	.50	
		17. 5 reams linen letter, $2.60	13.00	
		7½ M linen envelopes, $4.20	31.50	
		Engraving and printing	2.75	
		18. Engraving dies and stamping paper	40.50	
		Plate address, and 200 cards	3.50	
		Plate address, 2 lines, and cards	4.25	
		1 address-die and stamping 4 quires	4.00	
		19. 200 cards and printing	1.50	
		150 cards and printing	1.15	
		Engraving plate and printing cards	23.75	
		Do	7.20	
		20. Engraving and printing	11.50	
		Engraving, printing, and stationery	50.40	
		Do	10.25	
		Do	10.25	
		21. Engraving die and printing	15.00	
		Engraving and printing	4.25	
		Do	5.00	
		Engraving die and stamping note	4.75	
		500 cards and printing	3.75	
		Repair pen	.50	
		Stamping paper	.60	
		Engraving address and 500 cards	4.15	
		22. Engraving and printing	20.00	
		Stamping 2,400 sheets and 2,500 envelopes	17.15	
		24. Engraving die and stamping paper	5.00	
		Engraving and printing	8.00	
		27. Engraving and printing	2.00	
		29. 500 cards and printing	3.75	
		200 cards and printing	1.50	
		1889.		
		Jan. 4. Changing address and 100 cards	1.50	
		Engraving address	1.00	
		50 cards, plate, with State	.40	
		50 cards, plate	.40	
		Engraving	.25	
		Engraving plate and address and 100 cards	2.70	
		100 cards and printing	.75	
		Engraving plate, 3 lines, and 200 cards	3.45	
		Printing 100 cards	.75	
		200 cards and printing	1.50	
		Engraving plate, address, and 100 cards	2.30	
		Engraving address and printing 200 cards	2.25	
		Printing 200 cards	1.50	
		Do	1.50	
		Engraving plate and 100 cards	1.90	
		Printing 200 cards	1.50	
		Do	1.50	
		Printing 50 cards	.40	
				$40
	5818	Hon. Wm. E. Fuller:		
		By commutation	125.00	
		To stationery	.60	
				12
	5819	Hon. J. B. Morgan:		
		By commutation	125.00	
		To cash		12
	5820	Hon. E. S. Williams:		
		By commutation	125.00	
		To stationery	16.03	
				1

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 9	5825	Hon. A. Joseph:		
		By commutation	$125.00	
		To stationery	1.40	
				$123.60
10	5827	Hon. A. D. Candler:		
		By commutation	125.00	
		To stationery	4.65	
				120.35
	5828	Hon. A. C. Davidson:		
		By commutation	125.00	
		To cash		125.00
11	5831	Hon. Chas. E. Hooker:		
		By commutation	125.00	
		To stationery	4.20	
				120.80
	5838	Hon. H. C. McCormick:		
		By commutation	125.00	
		To stationery	3.95	
				121.05
14	5840	Hon. J. R. Brown:		
		By commutation	125.00	
		To stationery	9.02	
				115.98
15	5842	Hon. Jno. A. Heistand:		
		By commutation	125.00	
		To stationery	7.05	
				117.95
	5843	Hon. R. P. Kennedy:		
		By commutation	125.00	
		To stationery	10.63	
				114.37
	5844	Hon. James Phelan:		
		By commutation	125.00	
		To stationery	47.00	
				77.80
16	5846	Hon. Polk Laffoon:		
		By commutation	125.00	
		To stationery	20.01	
				104.99
17	5849	Hon. Wm. H. Wade:		
		By commutation	125.00	
		To stationery	10.53	
				114.47
	5850	Hon. Wm. E. Gaines:		
		By commutation	125.00	
		To stationery	54.73	
				70.27
19	5852	Hon. Wm. McAdoo:		
		By commutation	125.00	
		To stationery	25.00	
				100.00
	5853	Hon. Wm. H. Hatch:		
		By commutation	125.00	
		To stationery	42.15	
				82.00
	5854	Hon. Jno. R. Neal:		
		By commutation	125.00	
		To stationery	6.99	
				118.01
	5855	Hon. T. H. B. Browne:		
		By commutation	125.00	
		To stationery	15.75	
				109.25
	5856	Hon. Jacob Romeis:		
		By commutation	125.00	
		To stationery	4.40	
				120.60
23	5858	Hon. Ralph Plumb:		
		By commutation	125.00	
		To stationery	8.11	
				116.89
25	5860	Hon. Chas. Dougherty:		
		By commutation	125.00	
		To stationery	18.43	
				106.57
28	5861	Hon. Geo. E. Bowden:		
		By commutation	125.00	
		To stationery	47.04	
				77.96

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount,	Tot
1889.				
Jan. 28	5862	Hon. Chas. H. Allen:		
		By commutation	$125.00	
		To stationery	6.45	
				$11
29	5863	Easton & Rupp:		
		1888.		
		Dec. 19. 5000 postals, lithographed and printed, at $15	75.00	
		10,000 standard linen envelopes, No. 31-6 at $3.50	35.00	
		21. 2 dozen quarts American ink, at $3.90	7.80	
		2 dozen pints American ink, at $2.40	4.80	
		2 dozen half pints American ink, at $1.50	3.00	
		24. 3 dozen memorandum books, at $5.25	15.75	
		3 dozen memorandum books, at $3.50	10.50	
		1889.		
		Jan. 5. 14 diaries, assorted	10.20	
		10. 5,000 standard linen envelopes, No. 9, at $4.25	21.25	
		24. 2 reams type-writer cap ex. heavy linen, at $1.80	3.60	
		6 reams type-writer cap cream, at $1.75	10.50	
		4 reams type-writer cap white wove, at $1.50	6.00	
		25. 5,000 postals, lithographed and printed, at $15	75.00	
		10 reams type-writer letter, heavy linen, at $1.65	16.50	
		26. 12 letter books, at 85 cents	10.20	
		15 reams type-writer cap, ex. heavy, at $2.70	40.50	
		10,000 white wove envelopes, H-11, at $2.95	29.50	
				37
	5864	Easton & Rupp:		
		1888.		
		Dec. 10. 2,000 envelopes, at $3.25	6.50	
		19. 1 dozen ea., oil and blotting	.85	
		1 bottle indelible ink, and bill file	.40	
		Altering plate, and 900 cards	9.35	
		21. 500 stamped envelopes and printing	13.00	
		Engraving fac-simile plate, and 100 cards	3.25	
		2 crayon pencils	.20	
		1 box rubber bands	.25	
		1,000 stamped envelopes and printing	24.75	
		500 card envelopes	2.00	
		2 reams type-writer-paper	2.50	
		1 package cards	.30	
		1 rubber eraser	.05	
		½ ream and ½ thousand R. I. L. paper and envelopes	3.00	
		100 cards, and printing	.75	
		22. 1 wax seal	.75	
		2 Lipman eyelet machines	7.00	
		24. ½ ream paper and ½ 1,000 envelopes	1.95	
		Engraving plate and 2,700 cards	21.75	
		500 card envelopes	2.25	
		28. 200 cards and printing	1.50	
		6 Woodruff's files	3.90	
		1 gross Gillott's pens	.60	
		31. 800 cards and printing	6.00	
		1 blotter bath	3.50	
		Memorandum-book, tablet, and twine	.50	
		Stationery	.50	
		25 cards and envelopes	.35	
		1889.		
		Jan. 4. 1 index book	.15	
		½ ream note and 100 envelopes	1.50	
		Engraving plate and 100 cards	1.50	
		Altering plate and 100 cards	1.35	
		2 memorandum-books	1.00	
		500 stamped envelopes and printing	13.00	
		1,000 stamped envelopes and printing	24.75	
		35 cards and 25 envelopes	.85	
		2 boxes R. I. L. envelopes and cards	1.60	
		Paper and envelopes	1.65	
		10. 1 diary	.40	
		300 stamped envelopes and printing	8.00	
		Printing 500 envelopes and 500 stamps	12.25	
		11. 400 postals and printing	6.00	
		1 stationery case	3.50	
		600 cards and printing	4.50	
		1 memorandum-book	.25	
		125 card envelopes	.50	
		3 scrap-books	2.55	
		1 tin box and lettering	1.75	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Jan. 29	5864	Easton & Rupp—Continued,		
		1888.		
		Jan. 16. 6 pieces oil and blotting board	$0.40	
		250 card envelopes	1.00	
		1 bottle stamping ink	.25	
		Altering plate and 200 cards	1.80	
		Altering plate and 200 cards	2.10	
		Printing paper	1.25	
		Altering plate and 100 cards	1.50	
		Altering plate and 200 cards	1.80	
		Engraving plate and 200 cards	3.00	
		18. 1 gross relief pens	.65	
		1 O. K. file	.35	
		1 Daily Journal	1.60	
		1 glass pen-tray and card-rack	1.00	
		500 cards and printing	3.75	
		21. 200 stamped envelopes and printing	6.15	
		2 quires paper, ruler, etc	1.10	
		24. 2 type-writer ribbons	1.40	
		100 cards and printing	.75	
		1 dozen rolls paper	1.75	
		1 gross bank pens	.60	
		2 files	.30	
		25. 1 self-inking stamp	3.50	
		2 boxes eyelets	.30	
		Indexing book	.30	
		26. Stationery	5.50	
				$247.10
	5865	Wm. Ballentyne & Son:		
		1888.		
		Dec. 19. 1 globe	6.40	
		26. Cap hektograph, No 2	5.00	
		½ ream paper	.75	
				12.15
	5866	Hon. T. W. Grimes:		
		By commutation	125.00	
		To stationery	27.52	
				97.48
	5867	Hon. P. P. Mahoney:		
		By commutation	125.00	
		To stationery	8.74	
				116.26
30	5868	Hon. Marion Biggs:		
		By commutation	125.00	
		To stationery	12.95	
				112.05
	5873	Hon. P. A. Collins:		
		By commutation	125.00	
		To stationery	24.60	
				100.40
31	5881	Hon. S. J. Randall:		
		By commutation	125.00	
		To stationery	34.56	
				90.44
Feb. 2	5895	Hon. E. S. Osborne:		
		By commutation	125.00	
		To stationery	6.78	
				118.22
5	5901	Rider & Addison:		
		1888.		
		Nov. 27. 3½ dozen pocket scissors, folding, at $6	22.50	
		Dec. 7. 3 dozen reversible rubber holders, No. 3, at $2.40	7.20	
		3 dozen reversible rubber holders, No. 4, at $2.90	8.70	
		3 dozen reversible rubber holders, No. 5, at $3.40	10.20	
		10. 300 memorandum-books, at 14½ cents	43.50	
		307 duplicate pads, at 3 cents	15.21	
		21. 4 cases scissors, No. 7847, at $4.35	17.40	
				124.71
	5902	Robert Beall:		
		1889.		
		Jan. 3. 1 Paine on Elections	8.00	
		4. 1 lamp	1.50	
		Harper's Bazar, one year	4.00	
		7. 1 novel	.50	
		5 packages card envelopes	.75	
		8. ½ ream octavo cream note	1.50	
		250 octavo cream envelopes	2.00	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 5	5902	Robert Beall—Continued,		
		1889.		
		Jan. 3. Stamping paper	$1.00	
		2 Journal of Economies	1.00	
		1 Robert Elsmere	.50	
		9. 1,100 cards and printing	11.00	
		1 Boyce's American Commonwealth	6.00	
		10. 1,000 cards and printing	10.00	
		Engraving card plate	2.00	
		1 Gouverneur Morris, 2 volumes	6.00	
		1 Century Magazine	.35	
		12. 1 Ready-Made Speeches	.50	
		14. Changing plate	1.00	
		400 cards and printing	4.00	
		1 quire note and envelopes	.40	
		15. 100 cards and printing	1.00	
		200 cards and printing	2.00	
		16. 450 cards and printing	4.50	
		19. ½ ream cloth linen note	1.00	
		125 envelopes, cloth linen note	1.00	
		75 mourning card envelopes	.75	
		21. 1 Handy Reference Atlas	3.00	
		Report of Silver Commission, 3 parts	4.50	
		2 quires I. L. note and envelopes	1.00	
		200 cards and printing	2.00	
		22. 1 Webster's Dictionary, indexed	11.00	
		1 Noyes dictionary-holder	3.00	
		1 pocket-book	3.00	
		100 card envelopes	.60	
		25. 1 Historical Student's Manual	.75	
		1 Labberton's Historical Atlas	2.50	
		28. 1 Nicols table	3.00	
		1 card-case	3.00	
		1 Gunton on Trusts	1.00	
		30. 1 Dwight on Trusts	1.00	
		1 Andrews on Trusts	.50	
		31. 1 quire linen note and envelope	.40	
		½ dozen Wirt fountain pens	12.00	
				$124.50
6	5904	Hon. W. C. Whitthorne:		
		By commutation	125.00	
		To stationery	17.31	
				107.69
7	5906	Hon. S. W. T. Lanham:		
		By commutation	125.00	
		To stationery	2.44	
				122.56
	5907	Hon. R. P. Bland:		
		By commutation	125.00	
		To stationery	1.27	
				123.73
	5908	Hon. Felix Campbell:		
		By commutation	125.00	
		To cash		125.00
	5909	Hon. Jas. S. Cothran:		
		By commutation	125.00	
		To stationery	5.19	
				119.81
	5910	Hon. W. W. Grout:		
		By commutation	125.00	
		To stationery	4.97	
				120.03
	5911	Hon. J. G. Howard:		
		By commutation	125.00	
		To stationery	2.56	
				122.44
	5912	Hon. Wm. J. Stone, Kentucky:		
		By commutation	125.00	
		To stationery	45.01	
				79.99
	5913	Hon. George West:		
		By commutation	125.00	
		To stationery	2.77	
				122.23
	5914	Hon. Theo. S. Wilkinson:		
		By commutation	125.00	
		To stationery	28.17	
				96.83

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 7	5915	Hon. A. G. Caruth:		
		By commutation	$125.00	
		To stationery	34.79	
				$90.21
	5916	Hon. Franklin Bound:		
		By commutation	125.00	
		To stationery	5.33	
				119.67
	5917	Hon. Chas. E. Brown:		
		By commutation	125.00	
		To stationery	1.74	
				123.26
	5918	Hon. Chas. R. Buckalew:		
		By commutation	125.00	
		To stationery	1.61	
				123.39
	5919	Hon. Saml. I. Hopkins:		
		By commutation	125.00	
		To stationery	3.43	
				121.57
	5920	Hon. Edward Lane:		
		By commutation	125.00	
		To stationery	8.51	
				116.49
	5921	Hon. Geo. M. Thomas:		
		By commutation	125.00	
		To stationery	1.55	
				123.45
	5922	Hon. Saml. S. Yoder:		
		By commutation	125.00	
		To stationery	38.60	
				86.40
8	5923	Hon. Edward Scull:		
		By commutation	125.00	
		To stationery	3.41	
				121.59
	5924	Hon. Jno. J. Hemphill:		
		By commutation	125.00	
		To stationery	4.39	
				120.61
	5925	Hon. W. G. Hunter:		
		By commutation	125.00	
		To stationery	13.11	
				111.89
	5926	Hon. C. L. Anderson:		
		By commutation	125.00	
		To stationery	18.57	
				106.43
	5927	Hon. John Kean, jr.:		
		By commutation	125.00	
		To stationery	1.52	
				123.48
	5928	Hon. John Patton:		
		By commutation	125.00	
		To stationery	35.91	
				89.09
	5929	Hon. W. H. Perry:		
		By commutation	125.00	
		To stationery	13.91	
				111.09
	5930	Hon. Charles Tracy:		
		By commutation	125.00	
		To cash		125.00
9	5931	Hon. John M. Farquhar:		
		By commutation	125.00	
		To stationery	5.05	
				119.95
	5932	Hon. Wm. McKinley:		
		By commutation	125.00	
		To stationery	29.45	
				95.55
11	5933	Hon. J. C. Clements:		
		By commutation	125.00	
		To stationery	16.94	
				108.06
	5934	Hon. S. Darlington:		
		By commutation	125.00	
		To stationery	32.87	
				92.13

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	To
1889. Feb. 11	5935	Hon. R. R. Butler:		
		By commutation	$125.00	
		To stationery	13.85	
	5936	Hon. A. J. Cummings:		
		By commutation	125.00	
		To stationery	18.56	
	5937	Hon. M. De Lano:		
		By commutation	125.00	
		To stationery	14.50	
	5938	Hon. F. T. Dubois:		
		By commutation	125.00	
		To stationery	21.21	
	5939	Hon. H. F. Finley:		
		By commutation	125.00	
		To stationery	14.89	
	5940	Hon. O. S. Gifford:		
		By commutation	125.00	
		To stationery	14.83	
	5941	Hon. R. Guenther:		
		By commutation	125.00	
		To stationery	4.23	
	5942	Hon. Silas Hare:		
		By commutation	125.00	
		To stationery	20.54	
	5943	Hon. N. P. Haugen:		
		By commutation	125.00	
		To stationery	39.73	
	5944	Hon. J. H. Ketchum:		
		By commutation	125.00	
		To stationery	7.31	
	5945	Hon. M. D. Lagan:		
		By commutation	125.00	
		To stationery	11.45	
	5946	Hon. S. L. Milliken:		
		By commutation	125.00	
		To stationery	15.54	
	5947	Hon. Knute Nelson:		
		By commutation	125.00	
		To stationery	13.03	
	5948	Hon. B. F. Shively:		
		By commutation	125.00	
		To stationery	36.63	
	5949	Hon. G. W. Steele:		
		By commutation	125.00	
		To stationery	5.63	
	5950	Hon. William Whiting:		
		By commutation	125.00	
		To stationery	23.20	
	5951	Hon. Geo. D. Wise:		
		By commutation	126.00	
		To stationery	5.99	
	5952	Hon. J. Abbott:		
		By commutation	125.00	
		To stationery	28.36	
	5953	Hon. H. H. Bingham:		
		By commutation	125.00	
		To stationery	13.40	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 11	5954	Hon. C. R. Breckinridge:		
		By commutation	$125.00	
		To stationery	4.65	
				$120.35
	5955	Hon. W. C. Cooper:		
		By commutation	125.00	
		To stationery	3.63	
				121.37
	5956	Hon. J. G. Cannon:		
		By commutation	125.00	
		To stationery	48.05	
				76.95
	5957	Hon. C. N. Felton:		
		By commutation	125.00	
		To stationery	12.57	
				112.43
	5958	Hon. M. A. Smith:		
		By commutation	125.00	
		To stationery	11.48	
				113.52
	5959	Hon. Henry J. Spooner:		
		By commutation	125.00	
		To stationery	10.37	
				114.63
	5960	Hon. T. E. Tarsney:		
		By commutation	125.00	
		To stationery	5.76	
				119.24
	5961	Hon. Jno. B. Weber:		
		By commutation	125.00	
		To stationery	22.97	
				102.03
	5962	Hon. C. P. Wickham:		
		By commutation	125.00	
		To stationery	6.10	
				188.90
	5963	Hon. W. L. Wilson:		
		By commutation	125.00	
		To stationery	9.64	
				115.36
	5964	Hon. R. M. Yardley:		
		By commutation	125.00	
		To stationery	16.22	
				108.78
	5965	Hon. D. B. Culberson:		
		By commutation	125.00	
		To stationery	24.35	
				100.65
12	5966	Hon. Chas. H. Grosvenor:		
		By commutation	125.00	
		To stationery	36.54	
				88.46
	5967	Hon. L. F. McKinney:		
		By commutation	125.00	
		To stationery	8.32	
				116.68
	5968	Hon. A. X. Parker:		
		By commutation	125.00	
		To stationery	7.46	
				117.54
	5969	Hon. Wm. H. Martin:		
		By commutation	125.00	
		To stationery	13.75	
				111.25
	5970	Hon. Henry W. Seymour:		
		By commutation	125.00	
		To stationery	5.81	
				119.19
	5971	Hon. E. B. Taylor:		
		By commutation	125.00	
		To stationery	26.23	
				98.77
	5972	Hon. Jas. T. Johnston:		
		By commutation	125.00	
		To stationery	12.92	
				112.08

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1889.				
Feb. 12	5973	Hon. T. B. Reed:		
		By commutation	$125.00	
		To stationery	22.45	
	5974	Hon. J. H. Rowell:		
		By commutation	125.00	
		To stationery	14.53	
	5975	Hon. J. R. Whiting:		
		By commutation	125.00	
		To stationery	18.51	
	5976	Hon. S. S. Cox:		
		By commutation	125.00	
		To stationery	2.34	
	5977	Hon. T. J. Henderson:		
		By commutation	125.00	
		To stationery	86.28	
	5979	Hon. Wm. Cogswell:		
		By commutation	125.00	
		To stationery	12.06	
	5980	Hon. I. R. Struble:		
		By commutation	125.00	
		To stationery	12.89	
	5981	Hon. Henry Bacon:		
		By commutation	125.00	
		To stationery	53.94	
	5982	Hon. J. M. Carey:		
		By commutation	125.00	
		To stationery	26.54	
	5983	Hon. N. Dingley, jr:		
		By commutation	125.00	
		To stationery	4.83	
	5984	Hon. Samuel Dibble:		
		By commutation	125.00	
		To stationery	23.44	
	5985	Hon. A. J. Hopkins:		
		By commutation	125.00	
		To stationery	16.45	
	5986	Hon. B. Hermann:		
		By commutation	125.00	
		To stationery	23.67	
	5987	Hon. C. B. Kilgore:		
		By commutation	125.00	
		To stationery	38.78	
	5988	Hon. T. C. McRae:		
		By commutation	125.00	
		To stationery	87.58	
	5989	Hon. Benton McMillin:		
		By commutation	125.00	
		To stationery	45.03	
	5990	Hon. Jno. E. Russell:		
		By commutation	125.00	
		To stationery	1.80	
	5991	Hon. Wm. Vandever:		
		By commutation	125.00	
		To stationery	40.35	
	5992	Hon. B. M. Cutcheon:		
		By commutation	125.00	
		To stationery	49.17	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 12	5993	Hon. Poindexter Dunn:		
		By commutation	$125.00	
		To stationery	9.41	
				$115.59
	5994	Hon. Norman Hall:		
		By commutation	125.00	
		To stationery	26.35	
				98.65
	5995	Hon. E. D. Hayden:		
		By commutation	125.00	
		To stationery	14.96	
				110.04
	5996	Hon. Jno. E. Hutton:		
		By commutation	125.00	
		To stationery	8.62	
				116.38
	5997	Hon. H. C. Lodge:		
		By commutation	125.00	
		To stationery	59.19	
				65.81
	5998	Hon. E. N. Morrill:		
		By commutation	125.00	
		To stationery	55.01	
				69.99
	5999	Hon. Wm. D. Owen:		
		By commutation	125.00	
		To stationery	26.96	
				98.04
	6000	Hon. B. W. Perkins:		
		By commutation	125.00	
		To stationery	62.44	
				62.56
	6001	Hon. Isaac Stephenson:		
		By commutation	125.00	
		To stationery	37.84	
				87.16
	6002	Hon. Chas. H. Mansur:		
		By commutation	125.00	
		To stationery	63.41	61.59
13	6006	Hon. S. R. Peters:		
		By commutation	125.00	
		To stationery	98.63	26.37
	6007	Hon. T. C. Catchings:		
		By commutation	125.00	
		To stationery	12.38	
				112.62
	6008	Hon. Jno. T. Heard:		
		By commutation	125.00	
		To stationery	85.36	
				39.64
	6009	Hon. L. E. Payson:		
		By commutation	125.00	
		To stationery	12.58	
				112.42
	6010	Hon. Henry Smith:		
		By commutation	125.00	
		To stationery	14.32	
				110.68
	6011	Hon. S. V. White:		
		By commutation	125.00	
		To stationery	8.73	
				116.27
	6012	Hon. Chas. S. Baker:		
		By commutation	125.00	
		To stationery	68.44	
				56.56
	6013	Hon. J. D. Taylor:		
		By commutation	125.00	
		To stationery	34.35	
				90.65
	6014	Hon. Geo. E. Adams:		
		By commutation	125.00	
		To stationery	47.83	
				77.17

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 13	6015	Hon. N. C. Blanchard:		
		By commutation	$125.90	
		To stationery	10.27	
				$114.73
	6016	Hon. C. B. Clark:		
		By commutation	125.00	
		To stationery	13.22	
				111.78
	6017	Hon. J. H. Gallinger:		
		By commutation	125.00	
		To stationery	14.46	
				110.54
	6018	Hon. D. B. Henderson:		
		By commutation	125.00	
		To stationery	37.63	
				87.37
	6019	Hon. Wm. H. Sowden:		
		By commutation	125.00	
		To stationery	10.90	
				114.10
	6020	Hon. W. O. Arnold:		
		By commutation	125.00	
		To stationery	10.72	
				114.28
	6021	Hon. Jas. J. Belden:		
		By commutation	125.00	
		To stationery	33.34	
				91.66
	6022	Hon. Jas. T. Jones:		
		By commutation	125.00	
		To stationery	4.93	
				120.07
	6023	Hon. C. Newton:		
		By commutation	125.00	
		To stationery	21.08	
				103.92
	6024	Hon. John H. Rogers:		
		By commutation	125.00	
		To stationery	75.49	
				49.51
	6025	Hon. Jas. B. White:		
		By commutation	125.00	
		To stationery	27.59	
				97.41
	6026	Hon. Wm. B. Cochran:		
		By commutation	125.00	
		To stationery	19.49	
				105.51
	6027	Hon. Jno. G. Sawyer:		
		By commutation	125.00	
		To stationery	24.92	
				100.08
14	6028	Hon. S. O. Fisher:		
		By commutation	125.00	
		To stationery	9.94	
				115.06
	6029	Hon. L. E. McComas:		
		By commutation	125.00	
		To stationery	24.66	
				100.34
14	6030	Hon. Jno. R. Thomas:		
		By commutation	125.00	
		To stationery	13.99	
				111.01
	6031	Hon. Edmund Rice:		
		By commutation	125.00	
		To stationery	39.77	
				85.23
	6032	Hon. A. P. Fitch:		
		By commutation	125.00	
		To stationery	31.65	
				93.35
	6034	Hon. Geo. D. Tillman:		
		By commutation	125.00	
		To stationery	28.69	
				96.31

Contingent fund, House of Representatives Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 14	6035	Hon. David Wilber:		
		By commutation	$125.00	
		To stationery	2.71	
				$122.29
	6036	Hon. C. A. Boutelle:		
		By commutation	125.00	
		To stationery	33.05	
				91.95
	6037	Hon. Edward J. Gay:		
		By commutation	125.00	
		To stationery	4.92	
				120.08
	6038	Hon. Geo. E. Seney:		
		By commutation	125.00	
		To stationery	24.36	
				100.64
	6039	Hon. O. L. Jackson:		
		By commutation	125.00	
		To stationery	32.54	
				92.46
	6040	Hon. Wm. W. Morrow:		
		By commutation	125.00	
		To stationery	98.79	
				26.21
	6041	Hon. Leopold Morse:		
		By commutation	125.00	
		To stationery	16.99	
				108.01
15	6042	Hon. A. C. Harmer:		
		By commutation	125.00	
		To stationery	67.98	
				57.02
	6043	Hon. Thos. M. Bayne:		
		By commutation	125.00	
		To stationery	33.83	
				91.17
	6044	Hon. John Lynch:		
		By commutation	125.00	
		To stationery		
				125.00
	6045	Hon. A. C. Thompson:		
		By commutation	125.00	
		To stationery	39.02	
				85.98
	6048	Hon. Jas. B. McCreary:		
		By commutation	125.00	
		To stationery	45.86	
				79.14
	6050	Hon. Jno. A. Burnett:		
		By commutation	125.00	
		To stationery	5.19	
				119.81
	6049	Hon. Jno. A. Anderson:		
		By commutation	125.00	
		To stationery	106.44	
				18.56
	6051	Hon. H. A. Herbert:		
		By commutation	125.00	
		To stationery	41.59	
				83.41
16	6052	Hon. M. M. Boothman:		
		By commutation	125.00	
		To stationery	45.83	
				79.65
	6053	Hon. Robt. J. Vance:		
		By commutation	125.00	
		To stationery	15.73	109.27
	6056	Hon. Benj. Butterworth:		
		By commutation	125.00	
		To stationery	42.30	
				82.70
16	6057	Hon. James E. Campbell:		
		By commutation	125.00	
		To stationery	28.63	
				96.37

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 16	6058	Hon. A. J. Holmes:		
		By commutation	$125.00	
		To stationery	48.48	
				$76.52
	6059	Hon. R. W. Townshend:		
		By commutation	125.00	
		To stationery	81.86	
				93.14
	6060	Hon. Henry G. Turner:		
		By commutation	125.00	
		To stationery	2.99	
				122.01
	6061	Hon. William E. Mason:		
		By commutation	125.00	
		To stationery	44.14	
				80.86
	6062	Hon. William W. Phelps:		
		By commutation	125.00	
		To stationery	37.45	
				87.55
	6063	Hon. William M. Springer:		
		By commutation	125.00	
		To stationery	51.62	
				73.38
18	6064	Hon. John T. Caine:		
		By commutation	125.00	
		To stationery	21.68	
				103.32
	6065	Hon. L. C. Houk:		
		By commutation	125.00	
		To stationery	90.90	
				34.10
19	6066	Hon. Isador Rayner:		
		By commutation	125.00	
		To stationery	39.54	
				85.46
	6067	Hon. W. C. P. Breckinridge:		
		By commutation	125.00	
		To stationery	79.08	
				45.92
	6068	Hon. M. S. Brewer:		
		By commutation	125.00	
		To stationery	6.80	
				118.20
	6069	Hon. Jas. N. Burnes:		
		By commutation	125.00	
		To stationery	66.09	
				58.91
	6070	Hon. Ira Davenport:		
		By commutation	125.00	
		To stationery	32.98	
				92.02
	6071	Hon. R. W. Dunham:		
		By commutation	125.00	
		To stationary	14.25	
				110.75
	6072	Hon. R. R. Hitt:		
		By commutation	125.00	
		To stationery	55.62	
				69.38
	6073	Hon. R. M. La Follette:		
		By commutation	125.00	
		To stationery	28.49	
				96.51
	6074	Hon. Jas. McKenna:		
		By commutation	125.00	
		To stationery	20.25	
				104.75
	6075	Hon. R. Q. Mills:		
		By commutation	125.00	
		To stationery	43.75	
				81.25
	6076	Hon. T. M. Norwood:		
		By commutation	125.00	
		To stationery	19.94	
				105.06

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 19	6077	Hon. P. S. Post:		
		By commutation	$125.00	
		To stationery	49.31	
				$75.69
	6078	Hon. J. J. Pugsley:		
		By commutation	125.00	
		To stationery	25.20	
				99.80
	6079	Hon. O. B. Thomas:		
		By commutation	125.00	
		To stationery	45.79	
				79.21
	6080	Hon. Wm. Warner:		
		By commutation	125.00	
		To stationery	12.04	
				112.96
	6081	Hon. Thomas Wilson:		
		By commutation	125.00	
		To stationery	33.74	
				91.26
	6082	Hon. H. W. Rusk:		
		By commutation	125.00	
		To stationery	13.74	
				111.26
20	6083	Hon. J. H. Blount:		
		By commutation	125.00	
		To stationery	29.37	
				95.63
	6084	Hon. L. B. Caswell:		
		By commutation	125.00	
		To stationery	25.05	
				99.95
	6085	Hon. W. McCullough:		
		By commutation	125.00	
		To stationery	39.04	
				85.96
	6086	Hon. Levi Maish:		
		By commutation	125.00	
		To stationery	31.77	
				93.23
	6087	Hon. Charles Stewart:		
		By commutation	125.00	
		To stationery	7.19	
				117.81
	6088	Hon. J. W. Stewart:		
		By commutation	125.00	
		To stationery	13.93	
				111.07
	6089	Hon. Geo. W. Crouse:		
		By commutation	125.00	
		To stationery	18.78	
				106.22
	6091	Hon. L. E. Atkinson:		
		By commutation	125.00	
		To stationery	47.63	
				77.37
	6092	Hon. Jas. Buchanan:		
		By commutation	125.00	
		To stationery	14.42	
				110.58
	6093	Hon. Jno. Dalzell:		
		By commutation	125.00	
		To stationery	31.75	
				93.25
	6094	Hon. Geo. W. E. Dorsey:		
		By commutation	125.00	
		To stationery	28.08	
				96.92
	6095	Hon. Wm. H. Forney:		
		By commutation	125.00	
		To stationery	16.15	
				108.85
	6096	Hon. Geo. Hires:		
		By commutation	125.00	
		To stationery	25.76	
				99.24

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 20	6097	Hon. Wm. G. Laidlaw:		
		By commutation	$125.00	
		To stationery	16.50	
				$108.50
	6098	Hon. C. S. Voorhees:		
		By commutation	125.00	
		To stationery	67.95	
				57.05
21	6101	Hon. Geo. T. Barnes:		
		By commutation	125.00	
		To stationery	24.21	
				100.79
	6102	Hon. J. E. Washington:		
		By commutation	125.00	
		To stationery	35.97	
				89.03
	6103	Hon. W. L. Scott:		
		By commutation	125.00	
		To stationery	59.45	
				65.55
	6104	Hon. Wm. C. Oates:		
		By commutation	125.00	
		To stationery	14.81	
				110.19
	6105	Hon. Charles O'Neill:		
		By commutation	125.00	
		To stationery	12.81	
				112.19
22	6106	Hon. L. S. Bryce:		
		By commutation	125.00	
		To stationery	2.20	
				122.80
	6107	Hon. Jno. G. Carlisle:		
		By commutation	125.00	
		To stationery	82.65	
				42.35
	6108	Hon. J. N. Pidcock:		
		By commutation	125.00	
		To stationery	4.50	
				120.50
	6110	Hon. Henry Bowen:		
		By commutation	125.00	
		To stationery	9.13	
				115.87
23	6112	Hon. Jno. M. Glover:		
		By commutation	125.00	
		To stationery	108.02	
				16.98
25	6113	Hon. T. R. Stockdale:		
		By commutation	125.00	
		To stationery	30.86	
				94.14
	6114	Hon Jehu Baker:		
		By commutation	125.00	
		To stationery	16.27	
				108.73
	6116	Hon. Chas. P. Snyder:		
		By commutation	125.00	
		To stationery	14.99	
				110.01
26	6117	Morgan Envelope Company:		
		1889.		
		Feb'y 1530 M XX white, No. 8¼ envelopes 1s, at $1.85		55.50
26	6118	W. B. Moses & Son:		
		1888.		
		Nov. 28. 1 antique revolving book-case		22.00
	6119	Detre & Blackborn:		
		1889.		
		Feb. 11. 500 sheets parchment, 16 by 22, at $35.19		175.95
	6120	Frank M. Lewis:		
		1889.		
		Jan. 7. Plate and 200 New Year cards	3.75	
		Plate, and 2 addresses, 300 cards	4.20	
		Plate address, 150 cards	2.50	
		9. 500 cards	3.75	
		300 cards, Mrs.	2.25	
		Printing 100 cards, altering 2 addresses	3.00	
		200 cards	1.50	

Contingent fund, House of Representatives, Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 26	6120	Frank M. Lewis—Continued.		
		1889.		
		Jan. 9. Plate, 100 cards, 2 lines address	$2.50	
		Box paper stamped	.50	
		Plate and 200 cards	2.65	
		Plate, Mr. and Mrs., 300 cards	3.90	
		100 cards, Mrs	.75	
		100 cards, Mrs. address	1.15	
		10. 200 cards	1.50	
		Additional 3 lines address	.80	
		100 cards	.75	
		300 cards	2.25	
		300 cards, Mr. and Mrs	2.25	
		200 cards, Miss	1.50	
		200 cards, Mrs	2.25	
		250 cards, changed address	3.50	
		200 cards	1.50	
		15. Plate, 300 cards (Smith)	3.80	
		Plate, 100 cards, 1 av	2.80	
		Plate, 200 cards	2.70	
		100 cards	.75	
		Altering plate	.25	
		16. 100 cards, Miss	.75	
		100 cards	.75	
		100 cards, Mrs	.75	
		17. 250 cards, Mr., Mrs., and Miss	2.25	
		250 cards, Mr	1.50	
		200 cards, Mrs	2.25	
		100 cards, plate	1.90	
		Plate, and 100 cards	1.90	
		200 cards, and altering address	2.25	
		18. Cards and engraving	5.50	
		19. 200 cards	1.50	
		100 cards, 50 envelopes	1.25	
		Plate, and 100 cards, 2 lines	2.70	
		21. 250 cards	1.90	
		250 cards, plate	3.25	
		400 cards	3.00	
		100 cards, address	1.15	
		22. 200 cards	1.50	
		Plate and 100 cards	1.90	
		100 cards	.75	
		Plate, 300 cards, 3 lines	5.70	
		23. Printing, $2.50; monogram, $1	3.50	
		200 cards	1.50	
		24. 100 cards	.75	
		Engraving and plate	.80	
		100 cards	.75	
		200 cards	1.50	
		200 cards	1.50	
		300 cards	2.25	
		Plate and stationery	2.00	
		Plate and stationery	14.40	
		25. 100 addresses	.75	
		100 cards	.75	
		100 cards	.75	
		28. 200 cards, addressed Mr. and Mrs	3.00	
		300 carps	2.25	
		100 cards	.75	
		100 cards, Mrs	1.50	
		29. Engraving and stationery	6.30	
		Cutting crest paper, etc	11.00	
		400 cards	3.00	
		Plate and 300 cards	3.80	
		200 cards	1.50	
		Cutting address and 200 cards	2.00	
		Plate and 200 cards	3.45	
		300 cards	2.25	
		31. 200 cards	1.50	
		300 cards	2.25	
		Feb. 1. 100 cards, Miss	.75	
		300 cards, Miss	2.25	
		300 cards	2.25	
		500 cards, M. H. A. H	3.75	
		200 cards	1.50	
		Stamping paper and envelopes	2.25	
		4. 300 cards and printing	2.25	
		Stamping paper	1.50	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 26	6120	Frank M. Lewis—Continued.		
		1889.		
		Feb. 4. 600 cards and printing	$4.50	
		Cutting die and stamping	5.75	
		Plate and 100 cards	2.70	
		5. 100 cards	.75	
		100 cards	.75	
		7. Plate, 200 cards	3.50	
		Address and 100 cards	1.25	
		150 cards	1.25	
		9. Cutting die, stamping 200 cards	6.00	
		12. 200 cards	1.50	
		13. Printing and stationery	1.00	
		14. 1 box note, stamped	1.00	
		16. Cards and plate	1.90	
		18. Cutting dies	4.50	
		Stamping paper	2.00	
				$233.50
	6122	Frank M. Lewis:		
		1889.		
		Jan. 10. ½ dozen standard linen, 4321, at $6	4.50	
		3½ dozen standard linen, M. F., at $6	19.50	
		1⅔ dozen standard linen, 4421, at $7.20	13.20	
		2⅙ dozen standard linen, M. F., at $7.20	15.00	
		4½ dozen standard linen, 4351, at $6.60	28.60	
		⅚ dozen standard linen, 5351, at $12	10.00	
		1 dozen standard linen, at $13.20	13.20	
		¼ ream artists' proof, at $7.44	3.72	
		¼ ream super white, at $8.40	4.20	
		¼ ream super, octavo, at $6	3.00	
		¼ ream super cream A. P., at $5.76	2.88	
		500 mourning envelopes, at $7.50	3.75	
		500 mourning envelopes, at $10	5.00	
		4 reams bond letter, at $2.94	11.76	
		1 ream bond packet	2.28	
		⅛ dozen M. Ward linen, at $9.60	7.20	
		¼ dozen M. Ward linen, at $6.80	3.40	
		⅓ dozen M. Ward linen, at $8	3.33	
		¼ dozen M. Ward linen, at $6.80	3.40	
		¼ dozen M. Ward linen, at $8	2.00	
		¼ dozen M. Ward linen, at $6.80	1.70	
		5½ reams 80-pound plate finished, at $4.68	25.74	
		7 reams 61-2 plate finished, at $3.96	27.72	
		5½ M envelopes, outside, at $2.71	14.90	
		2,200 Eastlake envelopes, P. L, at $9	19.80	
		3,400 Eastlake envelopes, P. L, at $9.05	30.77	
				280.55
	6123	Robert Beall:		
		1889.		
		Feb. 2. 1 Nichols' Tables and Postage	3.00	
		Century Magazine, 35 cents; Tribune Almanac, 25 cents	.60	
		5. 500 cards and printing	5.00	
		300 cards and envelopes	1.80	
		6. 1 Jameson's Constitutional Conventions	5.50	
		1 Jameson's Constitutional Conventions	5.50	
		1 Jameson's Constitutional Conventions	5.50	
		1 Jameson's Constitutional Conventions	5.50	
		1 Wegmore's Australian Ballot System	1.00	
		1 Robert's Rules of Order	.75	
		1 pocket-book	6.00	
		50 cards and printing	.50	
		Engraving plate	1.75	
		100 cards and printing	1.00	
		8. ½ ream linen note	1.13	
		125 envelopes, linen	1.12	
		½ ream linen bond-note	.80	
		125 envelopes bond-note	.80	
		1 pack envelopes	.15	
		1 Authors at Home	1.50	
		12. 1 How Should I Pronounce	1.25	
		13. 1 Nichols' Tables	3.00	
		16. 3 dozen celluloid business pencils	13.50	
				61.15
	6124	Rider & Addison:		
		1889.		
		Feb. 2. 60 boxes office assorted bands, at 33 cents		19.80

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 27	6126	Hon. Nathan Goff, jr.:		
		By commutation	$125.00	
		To stationery	29.01	
				$95.99
	6127	Hon. James Laird:		
		By commutation	125.00	
		To stationery	31.14	
				93.86
	6128	Hon. Jas. T. Maffett:		
		By commutation	125.00	
		To stationery	.87	
				124.13
	6129	Hon. Jno. A. McShane:		
		By commutation	125.00	
		To stationery	16.52	
				108.48
	6130	Hon. Geo. G. Symes:		
		By commutation	125.00	
		To stationery	53.76	
				71.24
	6131	The Washington Post Company:		
		1888.		
		Sept. 3. For advertising proposals for stationery in the Washington Post, 15 lines, 1 time a week, 3 weeks		5.25
28	6133	Easton & Rupp:		
		1889.		
		Jan. 26. 100 cards and printing	.75	
		1 ruling pen	.65	
		2 gross steel pens, 309, at 65 cents	1.30	
		2 gross steel pens, 256	1.30	
		29. 400 cards and printing	3.00	
		200 cards and printing	1.50	
		1 tablet and pack envelopes	.45	
		½ ream paper ruled to order	2.25	
		30. 1 pencil	.10	
		500 stamped envelopes and printing	13.00	
		1 Wirt pen	2.00	
		2 Woodruff's files	1.50	
		1 arm rest	.60	
		300 cards and printing	2.25	
		31. Stationery	3.00	
		Cutting paper	.40	
		100 Congressional tie envelopes	1.60	
		Feb. 2. 200 cards and printing	1.60	
		½ ream note paper and ½ M envelopes	7.00	
		200 postals and printing	3.50	
		50 card envelopes	.20	
		6. 1 gross Lehman's pens	1.25	
		1 ink pad	.60	
		1,000 stamped envelopes and printing	24.75	
		500 stamped envelopes and printing	13.00	
		1 stub file	.75	
		8. 2 dozen Caws' ink	.80	
		1 book notes	.65	
		1 blank book	1.80	
		1 letter file	.75	
		9. 6 quires book paper	.75	
		200 cards and printing	1.00	
		½ ream plain letter	1.00	
		1 copying brush	.50	
		12. 200 cards and printing	1.50	
		1,000 stamped envelopes and printing	24.75	
		15. 1 gross steel pens	.65	
		16. 1 record book, 8 quires	3.75	
		100 cards and printing	.75	
		Printing letter paper	1.75	
	6133	16. Printing packet note	1.00	
		1 Wirt pen	2.00	
		1 black ink pad	.75	
		19. ½ ream note and 100 envelopes	2.15	
		3 dozen pens	.25	
		25 tag-board envelopes	.90	
		25. 1 bottle stamping ink	.75	
		Printing envelopes	1.25	
		2 boxes eyelets	.30	
				138.45

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Feb. 28	6134	Easton & Rupp:		
		1889.		
		Jan. 30. 1 dozen reporters' books	$1.20	
		2 dozen reporters' books, at 96 cents	1.92	
		Feb. 8. 1,000 postals lithographed and printed	15.00	
		12. Lithographing and blocking, 30 reams	93.00	
		25. 5 reams type-writer cap, white	7.50	
		5 reams type-writer cap, linen	8.75	
		1 gross pocket pencils	4.00	
				$121.37
Mar. 15	6203	Hon. F. B. Posey:		
		By commutation	125.00	
		To stationery	7.75	
				117.25
	6204	Hon. C. F. Booher:		
		By commutation	125.00	
		To stationery	13.64	
				111.36
				47,619.98

Contingent fund, House of Representatives—Materials for folding, 1889.

1889.				
Mar. 31	5240	Thomas P. Bell:		
		For 124 buckets of paste furnished to folding-room, House of Representatives, for the month of July, 1888, at 75 cents per bucket		$93.00
Aug. 8	5287	Easton & Rupp:		
		1888.		
		July 12. To 500 pounds hemp twine		73.75
31	5360	E. E. Rider:		
		1888.		
		July 30. Case No. 10754, 13,000		
		Case No. 10755, 13,000		
		Case No. 10775, 13,000		
		Case No. 10776, 13,000		
		Aug. 2. Case No. 10801, 13,000		
		Case No. 10802, 13,000		
		Case No. 10818, 13,000		
		Case No. 10819, 13,000		
		4. Case No. 10886, 13,000		
		Case No. 10887, 13,000		
		Case No. 10921, 13,000		
		Case No. 10922, 13,900		
		6. Case No. 10959, 13,000		
		Case No. 10960, 13,000		
		Case No. 10961, 13,000		
		Case No. 11005, 13,000		
		Case No. 11006, 13,000		
		7. Case No. 11038, 13,000		
		Case No. 11039, 13,000		
		8. Case No. 11064, 13,000		
		Case No. 11065, 13,000		
		10. Case No. 11130, 13,000		
		Case No. 11131, 13,000		
		11. Case No. 11160, 13,000		
		Case No. 11161, 13,000		
		Case No. 11187, 13,000		
		Case No. 11188, 13,000		
		13. Case No. 11275, 13,000		
		Case No. 11276, 13,000		
		14. Case No. 11338, 13,000		
		Case No. 12339, 13,000		
		Case No. 11340, 13,000		
		15. Case No. 11373, 13,000		
		Case No. 11374, 13,000		
		16. Case No. 11424, 13,000		
		Case No. 11425, 13,000		
		18. Case No. 11481, 13,000		
		Case No. 11482, 13,000		
		Aug. 20. Case No. 11510, 13,000		
		Case No. 11511, 13,000		

Contingent fund, House of Representatives—Materials for folding, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Aug. 31	5360	E. E. Rider—Continued.		
		1888.		
		Aug. 20. Case No. 11548, 13,000		
		Case No. 11549, 13,000		
		21. Case No. 11586, 13,000		
		Case No. 11587, 13,000		
		22. Case No. 11675, 13,000		
		Case No. 11676, 13,000		
		23. Case No. 11730, 13,000		
		Case No. 11731, 13,000		
		25. Case No. 11799, 13,000		
		Case No. 11800, 13,000		
		27. Case No. 11908, 13,000		
		Case No. 11909, 13,000		
		Case No. 11910, 13,000		
		Case No. 11911, 13,000		
		Case No. 11952, 13,000		
		Case No. 11953, 13,000		
		——— 728,000 6¼x10-inch 28-pound envelopes, $2.10		$1,528.80
	5362	Thomas P. Bell:		
		To 126 buckets of paste for the use of folding-room, House of Representatives, during the month of August, 1888, at 75 cents per bucket		94.50
Sept. 5	5382	Easton & Rupp;		
		1888.		
		Aug. 13. For 350 pounds of twine, at 23 cents		80.50
Oct. 2	5474	Thomas P. Bell:		
		For 120 buckets of paste for use in folding-room, House of Representatives, during the month of Sept., 1888, at 75 cents per bucket		90.00
16	5485	E. E. Rider:		
		1888.		
		Aug. 29. 11790, 13,000		
		11971, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	$54.60	
		30. 12045, 13,000		
		12046, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		31. 12076, 13,000		
		12077, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		Sept. 3. 12147, 13,000		
		12148, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		12193, 13,000		
		12194, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		12260, 13,000		
		12261, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		Sept. 7. 12278, 13,000		
		12279, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		8. 12400, 13,000		
		12401, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		12466, 13,000		
		12467, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		10. 12519, 13,000		
		12520, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		11. 12585, 13,000		
		12586, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		13. 12635, 13,000		
		12636, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		14. 12693, 13,000		
		12694, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		12730, 13,000		
		12731, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	
		15. 12806, 13,000		
		12807, 13,000		
		——— 26,000 6¼ x 10 manila envelopes, $2.10	54.60	

Contingent fund, House of Representatives—Materials for folding, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Oct. 16	5485	E. E. Rider—Continued.		
		1888.		
		Oct. 17. 13158, 13,000		
		13159, 13,000		
		13160, 13,000		
		——39,000 6¼ x 10 manila envelopes, $2.10..	$81.90	
		18. 13203, 13,000		
		13204, 13,000		
		——26,000 6¼ x 10 manila envelopes, $2.10..	54.60	
		19. 13248, 13,000		
		13249, 13,000		
		——26,000 6¼ x 10 manila envelopes, $2.10..	54.60	
		21. 13308, 13,000		
		13309, 13,000		
		13310, 13,000		
		——39,000 6¼ x 10 manila envelopes, $2.10..	81.90	
		22. 13425, 13,000 6¼ x 10 manila envelopes, $2.10.....	27.30	
		13375, 13,000		
		13376, 13,000		
		——26,000 6¼ x 10 manila envelopes, $2.10..	54.60	
		24. 13484, 13,000		
		13485, 13,000		
		——26,000 6¼ x 10 manila envelopes, $2.10..	54.60	
		26. 13575, 13,000		
		13576, 13,000		
		——26,000 6¼ x 10 manila envelopes, $2.10..	54.60	
		13643, 13,000		
		13644, 13,000		
		——26,000 6¼ x 10 manila envelopes, $2.10..	54.60	
		27. 13679, 13,000 6¼ x 10 manila envelopes, $2.10.....	27.30	
		28. 13764, 13,000		
		13765, 13,000		
		——26,000 6¼ x 10 manila envelopes, $2.10..	54.60	
		29. 13821, 13,000		
		13822, 13,000		
		——26,000 6¼ x 10 manila envelopes, $2.10..	54.60	
		Oct. 3. 13887, 13,000		
		13888, 13,000		
		——26,000 6¼ x 10 manila envelopes, $2.10..	54.60	
		13957, 13,000 6¼ x 10 manila envelopes, $2.10.....	27.30	
		4. 14014, 13,000 6¼ x 10 manila envelopes, $2.10.....	27.30	
		6. 14136, 13,000		
		14137, 13,000		
		14138, 13,000		
		14139, 13,000		
		——52,000 6¼ x 10 manila envelopes, $2.10..	109.20	
		9. 14251, 13,000		
		14252, 13,000		
		14253, 13,000		
		14254, 13,000		
		——52,000 6¼ x 10 manila envelopes, $2.10..	109.20	
				$1,801.80
26	5538	J. J. Holister:		
		1888.		
		Oct. 26. 1,000 lbs. large hard twine, at 12½ cents.....	127.50	
		1,009 lbs. large soft twine, at 8⅛ cents.....	81.35	
				208.85
30	5542	Holyoke Envelope Co.:		
		1888.		
		Aug. 16. 120,000 9½x12 manilla, item 79, at $4.25.....	510.00	
		500,000 360, 6¼x10, O. S., item 78, at $2.10.....	1,050.00	
		50,000 9½x12 manilla item 79, at $4.25.....	212.50	
				1,772.50
	5543	The White Corbin Co.:		
		1888.		
		Aug. 6. 1,036,000 manilla envelopes, 6¼x10, at $2.10.....	.....	2,175.60
31	5549	Thomas P. Bell:		
		120 buckets of paste furnished House folding-room, House of Representatives, 75 cents per bucket, for the month of October, 1888.....	.....	90.00
Nov. 30	5588	Thomas P. Bell:		
		110 buckets of paste for use of folding-room, House of Representatives, during the month of November, 1888, at 75 cents per bucket.....	.....	82.50
Dec. 7	5646	Easton & Rupp:		
		1888.		
		Nov. 1. 820 lbs. hemp twine, No. 18, at 18 cents.....	147.60	
		490 lbs. 6-ply jute twine, at 9½ cents.....	45.26	
		229 lbs. cotton twine, 4-ply, at 19½ cents.....	44.08	
				236.94

Contingent fund, House of Representatives—Materials for folding, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889. Dec. 19	5743	Rider & Addison:		
		1888.		
		Dec. 5. 600 reams 19x24, 33, rope manilla, at 9½ cents	$1,881.00	
		200 reams 21½x29, 45, rope manilla, at 9½ cents	855.00	
		15 reams 34x39, 92, rope manilla, at 9½ cents	131.10	
				$2,867.10
	5744	Holyoke Envelope Co:		
		1888.		
		Dec. 7. 500,000 envelopes, 360, 7 Gov. M., item 83, at 80 cts.	400.00	
		500,000 envelopes, 360, 6½x10, O. S. ung., ½ item 81, at $2.00	1,000.00	
		100,000 envelopes, 500, 9½x12, O. S. ung., ½ item 82	400.00	
				1,800.00
31	5780	Thomas P. Bell:		
		108 buckets of paste for use of folding-room, House of Representatives, for the month of December, 1888, at 75 cents per bucket		81.00
1889. Jan. 16	5845	Rider & Addison:		
		1889.		
		Jan. 10. 200 reams rope manilla, 27x31, 58, 11,600 lbs., at 9½ cents	1,102.00	
		250 reams rope manilla, 29x34, 68, 17,000 lbs., at 9½ cents	1,615.00	
				2,717.00
31	5874	Thomas P. Bell:		
		To 80 buckets of paste for use of the folding-room, House of Representatives, during the month of January, 1889, at 75 cents per bucket		60.00
Feb. 26	6125	Rider & Addison:		
		1889.		
		Feb. 7. 5,000 No. 7 envelopes, 28 lbs., at $1.05	5.25	
		10,000 9½ x 12½ envelopes, 50 lbs., at $6.50	65.00	
		4 $\frac{850}{1000}$ M. 8 x 11 envelopes, 36 lbs., at $2.80	13.86	
		4,800 6½ x 10 envelopes, 28 lbs., at $2.15	10.32	
				94.43
Mar. 5	6149	Thomas P. Bell:		
		To 100 buckets of paste furnished to folding-room, House of Representatives, during the month of Feb'y, 1889, at 75 cents per bucket		75.00
April 2	6230	Thomas P. Bell:		
		For furnishing for use of folding-room, House of Representatives, 96 buckets of paste, for the month of March, 1889, at the rate of 75 cents per bucket		72.00
29	6256	Thomas P. Bell:		
		For 84 buckets of paste, for use of folding-room, House of Representatives, for the month of April, 1889, at 75 cents per bucket		63.00
May 31	6275	Thomas P. Bell:		
		For 88 buckets of paste, for use of House folding-room, during month of May, 1889, at 75 cents per bucket		60.00
June 29	6295	Thomas P. Bell:		
		For 60 pails of paste, to House folding-room, during month of June, 1889, at 75 cents per pail		45.00
				16,269.27

Contingent fund, House of Representatives—Fuel and oil, 1889.

1889. Sept. 5	5385	Geo. W. Moss:		
		1882.		
		Aug. 2. 1 barrel Extra A cylinder oil, 52 gallons, at 80 cents per gallon	$41.60	
		1 barrel machinery oil, Electric, 51 gallons, at 65 cents per gallon	33.15	
				$74.75
21	5421	The Evening Star Publishing Company:		
		1888.		
		Aug. 21. For advertising proposals for fuel, 22 lines, twice a week, 4 weeks (Aug. 10, 14, 17, 24, 28, 31, Sept. 4, 1888), 4 lines agate, 1 square, at $3.85 per square		21.18

Contingent fund, House of Representatives—Fuel and oil, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1888.				
Oct. 20	5504	Kennedy Bros.:		
		1888.		
		Oct. 19. For 975 [illegible] tons of furnace coal, at $4.94 per ton	.....	$4,
31	5559	John Miller:		
		1888.		
		Oct. 20. To 100 cords pine wood, as per contract of September 10, 1888	.....	
Nov. 15	5565	Z. Williams & Son:		
		1888.		
		Oct. 30. For 100 cords of best oak wood, furnished in vaults of south wing of Capitol, as per contract of September 10, 1888, at $5.50 per cord	.....	
Dec. 20	5749	Geo. W. Moss:		
		1888.		
		Dec. 1. 3 barrels Extra A cylinder oil, 153 gallons, at 80 cents	$122.40	
		3 barrels Electric machine oil, 148 gallons, at 65 cents	96.20	
		1 barrel W. Va. W. S. oil, 52 gallons, at 16 cents	8.32	
1889.				
Feb. 13	6003	John Miller:		
		1888.		
		Oct. 9. 1 cord sawed oak wood, 3 pieces	4.98	
		26. ½ cord sawed and split pine wood, at $7	10.50	
		31. ½ cord sawed and split pine wood, at $7	3.50	
		Nov. 30. 3 cords sawed and split pine wood, at $7	21.00	
		Dec. 1. 1 cord sawed and split pine wood, at $7	7.00	
		10. 1 cord sawed and split pine wood, at $7	7.00	
		12. 1 cord sawed and split pine wood, at $7	7.00	
23	6115	Z. Williams & Son:		
		1889.		
		Feb. 23. For 20 cords of sawed oak wood, at $5.50 per cord	.....	1
27	6132	The Washington Post Company:		
		1888.		
		Aug. 11. Advertising proposals for fuel in the Washington Post, 24 lines, 2 times a week, 4 weeks	.....	
April 2	6239	Kennedy Bros.:		
		1888.		
		Sept. 26. 1 ton Lyken's Valley coal, egg	7.45	
		Oct. 4. 1 ton Lyken's Valley coal, egg	7.45	
		9. 5 tons furnace coal, at $5.95	29.75	
		17. 1 ton white-ash egg coal	5.95	
		25. 1 ton Lyken's Valley egg coal	7.45	
		Nov. 20. 1 ton red-ash stove coal	6.95	
		21. 50 bushels coke, at 16 cents	8.00	
		23. 2 tons Lyken's Valley coal, at $7.45	14.90	
		28. 1 ton red-ash stove coal	6.95	
		Dec. 6. 6 tons Lyken's Valley coal, at $7.45	44.70	
		11. 2 tons white-ash stove coal	12.90	
		12. 50 bushels coke	8.00	
		15. 1 ton red-ash stove coal	6.95	
		19. 2 tons white-ash stove coal	12.90	
		20. 3 tons furnace coal	17.85	
		1889.		
		Jan. 2. 1 ton red-ash stove coal	6.95	
		22. 1 ton red-ash stove coal	6.95	
		50 bushels coke	8.00	
		28. 2 tons furnace coal	11.90	
		31. 2 tons Lyken's Valley coal	14.90	
		Feb. 9. 1 ton white-ash stove coal coal	6.45	
		20. 3 tons furnace coal	17.85	
		21. 1 ton white-ash stove coal	6.45	
		23. ½ ton Lyken's Valley stove coal	3.72	
		Mar. 9. 1 ton white-ash stove coal	5.95	
		12. 1 ton white-ash stove coal	6.45	
June 21	6284	Kennedy Bros.:		
		1889.		
		Mar. 22. To 89 [illegible] tons of egg coal, at $4.94	.....	
				7

Contingent fund House of Representatives—Postage, 1889.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888. July 7	5280	James R. Fisher: For postage-stamps for the following officers, House of Representatives, to wit:		
		The Postmaster, 5,000 two-cent stamps	$100.00	
		Clerk, 10,000 2-cent stamps	200.00	
		Sergeant-at-Arms, 10,000 2-cent stamps	200.00	
		Doorkeeper, 1,250 2-cent stamps	25.00	
				$525.00
Oct. 24	5533	Jno. B. Clark: To reimburse the Clerk of the House of Representatives for postage-stamps during the fiscal year 1888 (deficiency act, approved Oct. 19, 1888)		80.00

Contingent fund House of Representatives—Packing boxes, 1889.

1888. Sept. 27	5423	G. Edmonston: 1888. Sept. 26. To 999 packing-boxes, as per legislative, executive, and judicial appropriation act, approved July 11, 1888		$2,967.00

Payment to Alexander Vangender, House of Representatives.

1888. Oct. 24	5530	Alexander Vangender: To pay as extra compensation for services rendered as assistant clerk to the committee on Invalid Pensions during the second session of the Forty-ninth and the first session of the Fiftieth Congresses (deficiency act, approved Oct. 19, 1888)		$500.00

Payment to Henry Neal, House of Representatives.

1888. Oct. 24	5531	Henry Neal: To pay as messenger to the Speaker, House of Representatives, in addition to his pay as laborer, from December 6, 1887, to July 11, 1888 (deficiency act, approved Oct. 19, 1888)		$288.26

Payment to Charles Carter, House of Representatives.

1889. Mar. 15	6200	Charles Carter: For caring for subcommittee room of Committee on Appropriations, House of Representatives (deficiency act Mar. 2, 1889)		$60.00

Compiling testimony in contested-election cases.

1889. Mar. 15	6201	Jno. B. Clark: For services in compiling and arranging for the Public Printer and indexing testimony in contested-election cases, as authorized by the act entitled "An act relating to contested elections," approved Mar. 2, 1887, the sum of $1,000	$1,000.00	
		For assistance rendered in said work by employés in Clerk's office, House of Representatives, as the Clerk may designate and in such proportion as the Clerk may deem just, $1,000 (deficiency act Mar. 2, 1889)	1,000.00	
				$2,000.00

Digest of contested-election cases, Forty-eighth, Forty-ninth, and Fiftieth Congresses.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889. Mar. 15	6202	Wm. H. Mobley: For preparing a digest of contested-election cases of the Forty-eighth, Forty-ninth, and Fiftieth Congresses, as authorized by the resolution adopted by the House of Representatives Dec. 12, 1888 (deficiency act Mar. 2, 1889)		$1,500.00

Joint Select Committee on Increase of Water Supply, Washington, D. C.

1888. Oct. 26	5539	Thomas Ryan: For expenses to Philadelphia, New York, and return, from Washington, D. C., on business of joint select committee to investigate aqueduct, under instruction of said committee	$21.65	
		Room, board, and car-fare from Oct. 20 to Nov. 3, 1888	44.50	$66.10
31	5548	T. D. Bard: For services as clerk to the joint select committee investigating increased water supply, Washington, D. C., at $6 per day, from Oct. 23 to Nov. 1, 1888 (resolution Oct. 8, 1888)		54.00
Nov. 20	5570	Geo. F. Edmunds: For payment of expenses by him as chairman of the joint select committee to investigate the increased water supply in the District of Columbia, viz: for payment to three engineers and their workmen in examining the aqueduct tunnel		500.00
21	5563	Geo. F. Edmunds: For payment of expenses by him as chairman of the joint select committee to investigate the increased water supply in the District of Columbia, viz: for payment to three engineers and their workmen in examining the aqueduct tunnel		500.00
30	5567	Thomas D. Bard: For services as clerk to the joint select committee to investigate the Washington aqueduct tunnel, etc., of the Senate and House of Representatives for the month of Nov., 1888, at $6 per day (resolution Oct. 8, 1888)		180.00
Dec. 4	5623	Geo. F. Edmunds: For payment of expenses by him as chairman of the joint select committee to investigate the increased water supply in the District of Columbia, viz: for payment of witnesses, etc. (deficiency act Oct. 19, 1888)		100.00
	5624	Geo. F. Edmunds: 1888.		
		Oct. 24. Telegraph bill	6.08	
		26. Ticket to Washington	14.50	
		27. Telegraph bill	1.77	
		Carriage to railroad	1.00	
		Sleeper to New York	4.00	
		28. Cab in New York	1.00	
		Breakfast, New York	1.00	
		Car-fare, New York	.10	
		Seat to Philadelphia	.50	
		Dinner, Philadelphia	1.50	
		Cab to station	.50	
		Fare to Baltimore and return	.25	
		Supper, Washington	4.00	
		Porter	.25	
		29. Breakfast, Washington	1.00	
		Herdic	.50	
		Telegrams	1.15	
		Dinner	1.00	
		30. Telegram	.65	
		Herdic to Secretary of War	.85	
		Dinner and car-fare	1.60	
		Cab to station	1.00	
		Fare to Burlington	14.65	
		Sleeper to New York	4.00	
		31. Porter and car-fare to hotels, self and Mr. Clements	1.00	
		Telegrams to Mr. Graff	.55	
		Herdic to cars	.85	

Joint Select Committee on Increase of Water Supply, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1888.				
Dec. 4	2624	Geo. F. Edmunds—Continued.		
		1888.		
		Oct. 31. Porter	$.25	
		Car-fares and telegrams	.45	
		Bill Fifth Avenue Hotel, self and Mr. Clements	8.78	
		Sleeper to Burlington	4.00	
		Nov. 1. Porter	.10	
		Carriage	.25	
		12. Ticket to Washington	14.50	
		Herdic and baggage to cars	.75	
		Seat to New York	1.75	
		Telegram	.50	
		Carriage to hotel	.50	
		Transfer baggage	.50	
		Supper	1.00	
		13. Breakfast, New York	1.25	
		Telegram	.25	
		Hotel room	5.00	
		Seat to Washington	1.25	
		Lunch	.30	
		13. Supper	1.00	
		Washington carriage and baggage	1.00	
		14. Breakfast	.50	
		Lunch	.35	
		Cab	.50	
		Dinner	1.50	
		15. Breakfast	1.00	
		Telegrams	1.17	
		24. Cab	.50	
		26. Carriage to and from Capitol	4.25	
		27. Herdic and car fare	.65	
		28. Herdic and cab	1.00	
		30. Herdic and cab	1.00	
		Dec. 4. Paid witnesses: Geo. Kendall, Wm. Kendall, Henry Bolac, and E. E. Imlay, one day's attendance, each $2	8.00	
				$129.05
18	5728	Geo. F. Edmunds: For payment of expenses by him as chairman of the joint select committee to investigate the increased water supply in the District of Columbia, viz: For payment of witnesses, etc		100.00
20	5758	Thomas D. Bard: For services as clerk to the joint select committee investigating increased water supply, Washington, D. C., of the Senate and House of Representatives, for the month of December, 1888, at $6 per day, 31 days (resolution Oct. 8, 1888)		186.00
1889.				
Jan. 5	5808	Geo. F. Edmunds: For payment of expenses by him as chairman of the joint select committee to investigate the increased water supply in the District of Columbia, viz: For the payment to stenographer and small incidentals		700.00
15	5841	Geo. F. Edmunds: For payment of expenses by him as chairman of the joint select committee to investigate the Washington Aqueduct tunnel, viz: For the payment to expert engineers and their workmen in examining the aqueduct tunnel		500.00
31	5872	Thomas D. Bard: For services as clerk to the joint select committee on increase of water supply, Washington, D. C., of the Senate and House of Representatives for the month of January, 1889, at $6 per day (resolution October 8, 1888)		186.00
Feb. 12	5978	J. C. Clements: For payment of expenses by him as a member of the joint select committee to investigate the increased water supply in the District of Columbia, viz:		
		Amount paid telegrams on business for the committee	5.38	
		1888.		
		Oct. 28. Expenses to Philadelphia and New York and return (railroad fare and hotel bills)	25.26	
		31. Expenses to New York and return (railroad fare and board)	19.50	
		Nov. 1. Hack hire for expert engineers for visiting War Department and preliminary examination of tunnel	7.00	

Joint Select Committee on Increase of Water Supply, Washington, D. C.—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total
1889.				
Feb. 12	5978	J. C. Clements—Continued.		
		1888.		
		Nov. 4. For board while in attendance on the committee (13 days)	$28.15	
		14. Railroad fare from Rome, Ga	22.50	
		Hotel bill en route	8.00	
		Dec. 3. For board while in attendance on committee (18 days)	89.00	
				$149
15	.....	Geo. F. Edmunds:		
		For payment of expenses by him as chairman of the joint select committee to investigate the increased water supply in the District of Columbia, viz: For payment to three expert engineers and their workmen in examining the aqueduct tunnel		973.
27	6125	A. Johns:		
		Oct. 29, 1888, to Feb. 18, 1889. To stenographic services for the joint committee on the Washington Aqueduct tunnel, viz:		
		11 days' (Oct. 29 and 30, Nov. 1, 14, 15, 19, 20, and 30, 1888, and Jan. 3, Feb. 18 and 19, 1889) time spent in receiving and transcribing dictations of letters and papers and the report of the committee, at $10	110.00	
		To testimony taken by the committee, from page 1 to and including page 604, less 16 pages (from 157 to 172, inclusive), 588 printed pages, at $1.25 per page	735.00	
			845.00	
		1889.		
		Jan. 5. Credit by amount received on account of services	600.00	
				245.
28	6148	Thomas D. Bard:		
		For services as clerk to the joint select committee on increase of water supply, District of Columbia, of the Senate and House of Representatives for the month of February, 1889, at $6 per day, 26 days		156.
Mar. 30	6219	Joseph M. Wilson:		
		To services as expert engineer in making examination, report, and estimates on investigation of Washington Aqueduct tunnel, new distributing reservoir, and the feasibility of constructing gravity conduit or pipe lines between the two reservoirs		5,000.
	6220	Frederick Graff:		
		To services as expert engineer in making examination, report, and estimates on investigation of Washington Aqueduct tunnel, new distributing reservoir, and the feasibility of constructing gravity conduit or pipe lines between the two reservoirs		5,000.
Apr. 15	6246	Henry Flad:		
		To services as expert engineer in making examination, report, and estimates on investigation of Washington Aqueduct tunnel, new distributing reservoir, and the feasibility of constructing gravity conduit or pipe lines between the two reservoirs		5,000.
20	6248	Charles J. Faulkner:		
		1888.		
		Nov.—. To board while attending committee appointed by the two Houses of Congress to investigate condition of the aqueduct tunnel and water supply in the city of Washington	12.00	
		Expense for railroad transportation, Martinsburgh to Washington and return	4.50	
				16.
May 31	6282	Benton McMillin:		
		Expenses while attending first meeting of the Washington Aqueduct tunnel investigating committee:		
		Railroad fare to New York	8.00	
		Hotel bill in Washington, first meeting	5.50	
		Railroad fare and expenses trip from Tennessee (November)	30.50	
		Expenses in Washington, including hotel bill, second meeting	26.50	
				69.
		Total		19,810.

B.

STATIONERY FURNISHED THE OFFICERS OF THE HOUSE, REPORTERS OF DEBATES, STENOGRAPHERS OF COMMITTEES, REPORTERS' GALLERY, ENGINEER, CAPITOL POLICE, AND COMMITTEES, FROM JULY 1, 1888, TO JUNE 30, 1889.

The Clerk.

25 tie envelopes, at 5 cents	$1.25
15,400 envelopes, at $1.30	20.02
3,000 envelopes, at $2.20	6.60
2,500 envelopes, at $2.25	5.63
1,000 envelopes	2.30
5,750 envelopes, at $2.40	13.80
500 envelopes, at $3 50	1.75
375 envelopes, at $4	1.10
20 tablets, paper, at 15 cents	3.00
61 tablets, paper, at 22 cents	13.42
36 tablets, paper, at 25 cents	9.00
157 tablets, paper, at 27 cents	42.39
2 tablets, paper, at 30 cents	.60
5 tablets, paper, at 35 cents	1.75
33 tablets, paper, at 45 cents	14.85
1 tablet, paper	.65
1½ reams note paper, at $1.00	1.25
2½ reams note paper, at $1.16	2.90
2½ reams note paper, at $1.33	3.33
½ ream note paper, at $1.43	.72
½ ream note paper, at $1.28	.64
½ ream note paper, at $1.40	.35
1½ reams note paper, at $1.76	2.20
½ ream note paper, at $2	1.00
¾ ream note paper, at $2.21	1.66
1 ream note paper	2.25
6 reams letter paper, at $2.16	12.96
1 ream letter paper, at $2.25	2.25
½ ream letter paper, at $2.87	1.44
½ ream letter paper, at $3.50	1.75
2 reams foolscap paper, at $2.34	4.68
1½ reams foolscap paper, at $2.45	4.29
3½ reams legal-cap paper, at $2.87	10.05
½ ream linen legal-cap, at $5.75	2.88
6 scratch-books, at 3 cents	.18
13 scratch-books, at 4 cents	.52
5 scratch-books, at 5 cents	.25
51 scratch-books, at 6 cents	3.06
26 excelsior tablets, paper, at 15 cents	3.90
3 excelsior tablets, paper, at 9 cents	.27
6 blocks paper, at 17 cents	1.02
14 blocks paper, at 10 cents	1.40
500 sheets amendment paper	9.50
400 reams manilla paper, at 12 cents	48.00
100 reams manilla paper, at 14 cents	14.00
500 sheets parchment, at 35 1/10 cents	175.50
600 sheets parchment, at 35 5/10 cents	215.40
743 sheets parchment, at 35 15/105 cents	261.47
1 ream journal paper	3.50
5 reams journal paper, at $5.50	27.50
2 2/10 reams Weston's super royal paper, at $19	38.95
2½ reams bill-cap paper, at $3	7.50
5½ reams bill-cap paper, at $4	22.50
1 bottle ink	.05
1 bottle ink	.12
9 bottles ink, at 14 cents	1.26
2 bottles ink, at 19 cents	.38
7 bottles ink, at 22 cents	1.54
3 bottles ink, at 25 cents	.75
2 bottles ink, at 35 cents	.70
33 bottles ink, at 36 cents	11.88
12 bottles ink, at 49 cents	5.88
1 box barrel pens	.45
58 boxes pens, at 55 cents	31.90
2 boxes pens, at 65 cents	1.30
1 box pens	.75
1 box pens	1.15
25 dozen assorted pens, at 10 cents	2.50
1 box quill pens	.71
1 Wirt pen	2.00
4½ dozen lead pencils, at 36 cents	1.53
1½ dozen lead pencils, at 40 cents	.60
17 7/12 dozen lead pencils, at 48 cents	8.44
88½ dozen lead pencils, at 50 cents	44.38
5½ dozen red and blue pencils, at 96 cents	$5.28
7½ dozen red and blue pencils, at $1.08	7.74
122 packs blotters, at 5 cents	6.10
108 sheets blotters, at 5 cents	5.40
1 hand blotter	.28
1 desk pad	.75
15½ dozen penholders, at 45 cents	6.98
1 1/12 dozen penholders, at 50 cents	.71
21 7/12 dozen penholders, at 60 cents	12.65
1½ dozen penholders, at 70 cents	1.05
1 inkstand	.08
1 inkstand	.27
1 inkstand	.34
5 inkstands, at 50 cents	2.50
2 inkstands, at 44 cents	.88
1 inkstand	.53
1 inkstand	.63
7 inkstands, at 75 cents	5.25
1 inkstand	.95
1 inkstand	.80
6 inkstands, at $1	6.00
1 inkstand	1.25
1 inkstand	2.60
1 inkstand	3.50
38 boxes assorted rubber bands, at 35 cents	13.30
12 boxes assorted rubber bands, at 45 cents	5.40
54 boxes assorted rubber bands, at 55 cents	29.70
1 box rubber bands	.10
1 box rubber bands	.15
13 boxes rubber bands, at 20 cents	2.60
1 box rubber bands	.17
4 boxes rubber bands, at 25 cents	1.00
2 boxes rubber bands, at 29 cents	.58
3 boxes rubber bands, at 33 cents	.99
3 boxes rubber bands, at 50 cents	1.50
1 box rubber bands	.54
2 boxes rubber bands, at 60 cents	1.20
1 great gross rubber bands	2.25
31 rubber erasers, at 13 cents	4.03
28 steel erasers, at 40 cents	11.20
22 steel erasers, at 43 cents	9.46
4 rules, at 34 cents	1.36
2 rules, at 45 cents	.90
6 rulers, at 50 cents	3.00
16 bottles mucilage, at 15 cents	2.40
6 bottles mucilage, at 25 cents	1.50
2 bottles mucilage, at 36 cents	.72
4 bottles mucilage, at 45 cents	1.80
1 bottle mucilage	.56
1 bottle mucilage	.69
24 spools rose tape, at 20 cents	4.80
134 spools rose tape, at 21 cents	28.14
2 stub files, at 54 cents	1.08
2 board clips, at 45 cents	.90
2 McGill punches, at 22 cents	.44
2 pairs scissors, at 30 cents	.60
1 pair scissors	.38
2 pairs scissors, at 48 cents	.96
1 pair scissors	.56
1 pair scissors	.66
2 pairs scissors, at 75 cents	1.50
3 pairs scissors, at 81 cents	2.43
3 pairs scissors, at 86 cents	2.58
2 pairs scissors, at 88 cents	1.76
1 pair scissors	.90
2 pairs scissors, at 98 cents	1.96
2 pairs scissors, at $1	2.00
2 pairs scissors, at $1.20	2.40
5 pairs scissors, at $1.25	6.25
1 pair scissors	1.29
1 cork-screw	.10

The Clerk—Continued.

1 clock	$19.75	2 boxes eylets, at 50 cents	$1.00
5 pounds cuttlefish bone, at 30 cents	1.50	6 baskets, at 44 cents	2.64
1 rubber stamp and ink	3.00	6 baskets, at 50 cents	3.00
2 Lipman's eyelet machines, at $3.50	7.00	1 basket	.75
Lithographing 10,000 postal cards	30.00	2 paper-weights, at 39 cents	.78
1 ruling pen	1.50	7 paper-weights, at 50 cents	3.50
1 dozen thumb tacks	.50	2 paper-weights, at 60 cents	1.20
1 letter book	.85	1 paper-weight	.65
12 counter blotters, at $1.20	14.40	3 paper-weights, at 75 cents	2.25
3 counter blotters, at $1.50	4.50	4 ivory folders, at 45 cents	1.80
3 blank books, at 25 cents	.75	2 ivory folders, at 88 cents	1.76
1 blank book	.16	2 ivory folders, at $1.02	2.04
1 blank book	.39	6 sponges, at 9 cents	.54
13 blank books, at 45 cents	5.85	9 sponges, at 10 cents	.90
2 blank books, at 63 cents	1.26	5 sponge cups, at 17 cents	.85
2 blank books, at 90 cents	1.80	1 sponge cup	.26
14 blank books, at $1.20	16.80	2 sponge cups, at 28 cents	.56
5 blank books, at $1.25	6.25	4 sticks sealing wax, at 13 cents	.52
1 box assorted pins	.35	1 stick sealing wax	.17
6 pyramids pins, at 6 cents	.36	1 box sealing wax	.38
14 cushions pins, at 7 cents	.98	2 key rings, at 4 cents	.08
1 box fasteners	.25	1 key ring	.18
8 boxes fasteners, at 27 cents	2.16		
1 box staples	.35	Total	1,525.83
2 boxes eylets, at 25 cents	.50		

The Doorkeeper.

7,325 envelopes, at $1.30	$9.53	43 bottles ink (for the floor of House), at 36 cents	$15.48
2,000 envelopes, at $2.30	4.60	12 bottles ink (for the floor of House), at 38 cents	4.56
275 envelopes, at $2.25	.62	55 packages of blotters, at 5 cents	2.75
2,000 envelopes, at $2.40	4.80	28 sheets of blotters, at 5 cents	1.40
2,000 manila envelopes, 6½x10, at $3.25	6.50	2 steel erasers, at 43 cents	.86
1 tablet paper	.15	12 boxes rubber bands, at 18 cents	2.16
12 tablets paper, at 18 cents	2.16	1 box rubber bands	.60
16 tablets paper, at 22 cents	3.52	2 boxes rubber bands (for riding page), at $1.12	2.24
6 tablets paper, at 25 cents	1.50	25 boxes rubber bands, assorted, at 35 cents	8.75
65 tablets paper, at 27 cents	17.55	4 boxes rubber bands, assorted, at 55 cents	2.20
3 reams letter paper, at $2.16	6.48	9 sponges, at 9 cents	.81
18 scratch-books, at 6 cents	1.08	6 sponge cups, at 15 cents	.90
60 blocks paper, at 6 cents	3.60	2 pairs shears, at $1.25	2.50
48 blocks paper, at 8 cents	3.84	3 blank books, at 16 cents	.48
24 blocks paper, at 10 cents	2.40	2 blank books, at 25 cents	.50
1 box barrel pens	.45	2 blank books, at 35 cents	.70
9 boxes pens, at 55 cents	4.95	1 blank book	.45
36 dozen assorted pens, at 10 cents	3.60	3 blank books, at 57 cents	1.71
18½ dozen pencils, at 50 cents	9.08	1 blank book	1.00
1 dozen red and blue pencils	.95	12 pyramids pins, at 6 cents	.72
1 bottle ink	.22	24 cushions pins, at 7 cents	1.68
1 bottle ink	.14	1 inkstand	.45
10 bottles ink, at 36 cents	3.60	1 inkstand	.63
4 bottles ink, at 38 cents	1.52	2 baskets, at 46 cents	.92
5 bottles ink, at 45 cents	2.25	1 ruler	.53
12 bottles ink, at 46 cents	5.52	1 box fasteners	.25
1 bottle ink	.57	2 boxes fasteners, at 32 cents	.64
1½ dozen penholders, at 50 cents	.75	4 boxes fasteners, at 29 cents	1.16
5½ dozen penholders, at 60 cents	3.10	1 stick wax	.15
3 bottles mucilage, at 15 cents	.45	69 spools rose tape, at 20 cents	12.80
4 bottles mucilage, at 22 cents	.88	20¾ dozen rose tape, at $2.52	52.29
6 bottles mucilage, at 37 cents	2.22		
2 bottles mucilage, at 44 cents	.88	Total	351.20
4 bottles mucilage, at 56 cents	2.24		
1 bottle mucilage	.63		
6 bottles mucilage, at 60 cents	3.60		
6 bottles ink (for the floor of House), at 25 cents	1.50		
30 bottles ink (for the floor of House), at 35 cents	10.50		

The Postmaster.

10,000 envelopes, at $1.30	$13.00	10 tablets letter paper, at 45 cents	$4.50
975 envelopes, at $2.40	2.34	3 tablets letter paper, at 12 cents	.36
20 packages blotters, at 3 cents	.60	7 blocks paper, at 17 cents	1.19
38 packages blotters, at 5 cents	1.90	6 blocks paper, at 6 cents	.36
38 sheets blotters, at 5 cents	1.90	38 scratch books, at 6 cents	2.28
1 stub file	.54	20 scratch books, at 7 cents	1.40
105 tablets letter paper, at 27 cents	28.35	1 ream note paper	1.76

The Postmaster—Continued.

¼ ream legal cap paper, at $2.87	$1.44
2 boxes rubber bands, at 8 cents	.16
2 boxes rubber bands, at 10 cents	.20
1 box rubber bands	.15
1 box rubber bands	.32
9 boxes rubber bands, at 35 cents	3.15
1 box rubber bands	.40
1 box rubber bands	1.12
1 dozen pencils	.36
16 dozen pencils, at 50 cents	8.00
½ dozen red and blue pencils, at $1.08	.63
2 dozen red and blue pencils, at 95 cents	1.90
1 dozen pen-holders	.50
1½ dozen pen-holders, at 60 cents	.65
1 dozen pen-holders	.65
1 dozen assorted pens	.10
5 boxes pens, at 55 cents	2.75
4 pairs scissors, at 38 cents	1.52
1 pair scissors	.48
1 bottle ink	.18
2 bottles ink, at 22 cents	.44
6 bottles ink, at 36 cents	$2.16
1 bottle ink	.46
3 bottles ink, at 49 cents	1.47
122 pounds cotton cord, at 20 cents	24.40
1 bottle mucilage	.15
1 bottle mucilage	.36
1 bottle mucilage	.45
1 bottle mucilage	.56
5 bottle mucilage, at 60 cents	3.00
9 memorandum books, at 16 cents	1.44
1 memorandum book	.17
8 memorandum books, at 25 cents	2.00
3 memorandum books, at 28 cents	.84
2 memorandum books, at 35 cents	.70
1 memorandum book	.45
2 memorandum books, at 50 cents	1.00
1 pyramid pins	.06
1 file	.10
1 file-hook	.15
	125.45

The Sergeant-at-Arms.

5,000 envelopes, at $1.30	$6.50
5,000 envelopes, at $2.10	10.50
2,000 envelopes, at $2.40	4.80
4 dozen pencils, at 48 cents	1.92
8 dozen pencils, at 50 cents	4.00
178 packages blotters, at 5 cents	8.90
132 sheet blotters, at 5 cents	6.80
1 inkstand	1.25
2 boxes pens, at 54 cents	1.08
3 boxes pens, at 55 cents	1.65
24 pyramids pins, at 7 cents	1.68
1 bottle ink	.13
1 bottle ink	.25
2 bottles ink, at 35 cents	.70
5 bottles ink, at 36 cents	1.80
1 bottle ink	.40
1 bottle ink	.49
48 tablets paper, at 27 cents	12.96
24 tablets paper, at 45 cents	10.80
10 scratch books, at 3 cents	.30
10 scratch books, at 4 cents	$0.40
10 scratch books, at 5 cents	.50
10 scratch books, at 6 cents	.60
2 rubber erasers, at 13 cents	.26
2 steel erasers, at 43 cents	.86
6 boxes rubber bands, at 15 cents	.90
12 boxes rubber bands, at 20 cents	2.40
9 boxes rubber bands, assorted, at 35 cents	3.15
1 dozen pen-holders	.50
2 dozen pen-holders, at 60 cents	1.20
1 sponge	.07
3 sponges, at 9 cents	.27
1 sponge cup	.17
2 blank books, at $1.50	3.00
1 pair scissors	1.25
1 bottle mucilage	.73
Total	92.97

Reporters of Debates.

250 envelopes, at $1.15	$0.29
775 envelopes, at $1.30	1.01
525 envelopes, at $1.75	.93
500 envelopes, at $2.40	1.20
50 envelopes, at $3.60	.18
2 scratch books, at 5 cents	.10
2 excelsior tablets paper, at 12 cents	.24
1 ream note paper	1.00
3½ reams note paper, at $1.30	4.55
1 ream note paper	1.34
1 ream note paper	1.25
1½ ream note paper, at $1.76	2.20
2.3 reams note paper, at $1.16	2.67
4½ reams type-writer paper, at $1.50	6.75
18 reams type-writer paper, at $1.76	31.68
½ ream type-writer paper, at $1.80	.90
14½ reams type-writer paper, at $2	29.00
1 ream letter paper	2.00
5 reams letter paper, at $2.16	10.80
1 ream letter paper	2.21
5 reams foolscap paper, at $2.31	11.55
5 reams foolscap paper, at $2.34	11.70
26½ reams foolscap paper, at $2.45	64.93
23 reams foolscap paper, at $2.87	66.01
6 tablets note paper, at 12 cents	.72
13 tablets note paper, at 15 cents	1.95
2 tablets note paper, at 22 cents	.44
2 tablets letter paper, at 30 cents	.60
7 tablets letter paper, at 27 cents	1.89
11 tablets letter paper, at 45 cents	4.95
2 lithograph letter tablets, at 65 cents	1.30
¼ dozen lead pencils, at 36 cents	$0.18
8 dozen lead pencils, at 48 cents	3.84
63½ dozen lead pencils, at 50 cents	31.63
1 dozen red and blue pencils	.96
1½ dozen red and blue pencils, at $1	1.25
⅛ dozen red and blue pencils, at $1.08	.90
12 boxes barrel pens, at 45 cents	5.40
1 box barrel pens	.92
1 box barrel pens	.96
1 dozen assorted pens	.10
2 boxes pens, at 54 cents	1.08
8 boxes pens, at 55 cents	4.40
1 box pens	.75
1 box pens	.92
½ dozen pen-holders, at 50 cents	.34
7½ dozen pen-holders, at 60 cents	4.35
1 dozen pen-holders	.75
1 bottle ink	.14
4 bottles ink, at 22 cents	.88
3 bottles ink, at 35 cents	1.05
7 bottles ink, at 36 cents	2.52
2 boxes rubber bands, at 12 cents	.24
11 boxes rubber bands at, 15 cents	1.65
1 box rubber bands	.25
7 boxes rubber bands, at 35 cents	2.45
3 boxes rubber bands, at 55 cents	1.65
1 box rubber bands	1.50
6 bottles mucilage, at 15 cents	.90
4 fonts mucilage, at 44 cents	1.76
1 font mucilage	.25
2 bottles mucilage, at 36 cents	.72

Reporters of Debates—Continued.

2 bottles mucilage, at 45 cents	$0.90	324 stenographer's note-books, at 17 cts.	$61.88
2 bottles mucilage, at 60 cents	1.20	1 inkstand	.15
19 packages blotters, at 5 cents	.95	1 inkstand	.23
50 sheets blotters, at 5 cents	2.50	1 inkstand	.28
2 blank books, at 18 cents	.36	2 inkstands, at 45 cents	.90
9 blank books, at 20 cents	1.80	3 inkstands, at 50 cents	1.50
4 blank books, at 21 cents	.84	2 inkstands, at 75 cents	1.50
6 blank books, at 28 cents	1.68	1 inkstand	1.00
4 blank books, at 38 cents	1.52	1 pair scissors	.40
9 blank books, at 45 cents	4.05	2 pairs scissors, at 86 cents	1.72
11 blank books, at 32 cents	3.52	1 pair scissors	.97
4 blank books, at 37 cents	1.48	3 pairs scissors, at $1	3.00
2 blank books, at 62 cents	1.24	2 boxes fasteners, at 32 cents	.64
3 blank books, at 60 cents	1.80	2 rubber erasers, at 10 cents	.20
5 blank books, at 65 cents	3.25	9 rubber erasers, at 13 cents	1.17
10 blank books, at 75 cents	7.50	4 steel erasers, at 43 cents	1.72
1 blank book	1.00	1 board letter clip	.46
2 blank books, at $1.13	2.26	1 type-writer ribbon	.90
4 blank books, at $1.25	5.00	2 type-writer ribbons, at 70 cents	1.40
24 spools rose tape, at 21 cents	5.04	1 dozen thumb-tacks	.33
5 sponges, at 9 cents	.45	1 paper-weight	.30
1 sponge cup	.21	1 basket	.50
4 pyramids pins, at 6 cents	.24	1 basket	.40
3 cushions pins, at 7 cents	.21	1 basket	.46
3 cushions pins, at 8 cents	.24	1 ruler	.50
24 stenographer's note-books, at 7½ cents	1.80	1 pen-rack	.10
18 stenographer's note-books, at 10 cents	1.80	1 paper-folder	.40
		Total	476.88

The Chaplain.

1,750 envelopes, at $1.30	$2.28	1 memorandum-book	$0.15
1,000 envelopes	3.00	1 memorandum-book	.17
250 envelopes, at $3.20	.80	1 memorandum-book	.20
250 envelopes, at $4.32	1.08	1 memorandum-book	.35
6 tablets paper, at 15 cents	.90	3 memorandum-books, at 36 cents	1.08
16 tablets paper, at 22 cents	3.52	1 memorandum-book	.40
30 tablets paper, at 27 cents	8.10	1 blank book	.55
2 reams letter paper, at $2	4.00	1 blank book	.60
1 ream letter paper	2.21	1 rubber eraser	.13
2 reams note paper, at $1	2.00	1 steel eraser	.40
1 ream note paper	1.16	2 steel erasers, at 43 cents	.86
1 ream note paper	1.25	1 basket	.40
1 ream note paper	1.45	1 basket	.50
1 ream note paper	1.75	1 inkstand	.50
1 ream note paper	2.00	1 bottle ink	.45
4 dozen lead pencils, at 50 cents	2.00	1 letter-file	.28
2 boxes pens, at 54 cents	1.08	1 letter-clip	.15
3 boxes pens, at 55 cents	1.65	1 letter-clip	.18
2¼ dozen pen-holders, at 60 cents	1.60	1 paper-weight	.25
1 box rubber bands, assorted	.55	1 paper-weight	.15
2 boxes rubber bands, assorted, at 35 cents	.70	1 glass pen tray	.25
1 box sealing-wax	.38	1 glass pen tray	.25
1 box sealing-wax	.40	1 pen-wiper	.15
1 box sealing-wax	.50	1 bottle mucilage	.15
1 letter-opener	.29	1 ruler	.15
6 sheets blotters, at 5 cents	.30	1 spool rose tape	.25
8 packages blotters, at 5 cents	.40	1 paper-folder	.25
1 table blotter	.38	1 paper-folder	.15
1 hand-blotter	.38	2 packages bristol cards, at 17 cents	.34
1 manuscript book	.74	Total	59.[illegible]
1 diary	.60		

The Speaker.

1,000 envelopes	$1.30	¼ dozen pen-holders, at 40 cents	.20
500 envelopes, at $2.40	1.20	1 dozen pen-holders	.60
13 tablets paper, at 27 cents	3.51	½ dozen red and blue pencils, at $1.08	.54
1 tablet paper	.45	6 dozen lead pencils, at 50 cents	3.00
4 tablets paper, at 17 cents	.68	1 box rubber bands	.12
49 scratch-books, at 6 cents	2.94	2 boxes rubber bands, at 15 cents	.30
1 ream letter paper	2.57	1 box rubber bands	.22
1 box paper	.57	1 box rubber bands, assorted	.35
1 box paper	.67	5 boxes rubber bands, assorted, at 55 cents	2.75
2 boxes paper, at 88 cents	1.76	2 packages blotters, at 5 cents	.10
12 dozen assorted pens, at 10 cents	1.20		

The Speaker—Continued.

24 sheets blotters, at 5 cents	$1.20	5 steel erasers, at 40 cents	$2.00
1 pyramid pins	.06	2 bottles mucilage, at 15 cents	.30
2 cushions pins, at 7 cents	.14	2 fonts mucilage, at 44 cents	.88
2½ stereotyper's note-books, at 17 cents	4.08	1 pair scissors	.82
1 bottle ink	.20		
1 bottle ink	.36	Total	35.07

Stenographers for committees.

250 envelopes, at $1.30	$0.33	5 dozen lead pencils, at 50 cents	$2.50
4 letter tablets, at 27 cents	1.08	1 box rubber bands	.15
4 reams letter paper, at $1.98	7.92	4 boxes rubber bands, assorted, at 35 cents	1.40
½ ream foolscap paper, at $2.32	.58	1 box rubber bands, assorted	.55
1½ reams legal-cap paper, at $2.87	4.31	2 rubber erasers, at 13 cents	.26
1 ream type-writer cap paper	2.00	24 stenographer's note-books, at 17 cents	4.08
11 reams type-writer cap paper, at $1.75	19.25	1 bottle ink	.36
4 fonts mucilage, at 22 cents	.80		
1 bottle mucilage	.63	Total	47.57
1 box pens	.54		
1 box pens	.75		

Reporters' gallery.

2,000 envelopes, at $1.30	$2.60	2 gross Faber's hexagon pencils, at $5.65	$11.30
500 envelopes, at $2.15	1.08	12 bottles ink, at 40 cents	4.80
1,000 envelopes	2.40	4 gross pens, at 55 cents	2.20
35 reams scratch-paper, at $2.50	87.50	6 dozen pen-holders, assorted, at 40 cts.	2.40
5 reams letter paper, at $1.97	9.85	48 sheets blotters, at 5 cents	2.40
2 reams letter paper, at $2.12	4.24	6 packages blotters, at 5 cents	.30
1 ream note paper	.98	2 boxes rubber bands, assorted, at 35 cts	.70
2 reams note paper, at $1.76	3.52		
2 reams foolscap paper, at $2.45	4.90	Total	152.45
2 gross Faber's hexagon pencils, at $5.64	11.28		

Engineer.

250 envelopes, at $1.30	$0.33	1 sponge and cup	$0.16
½ ream letter paper, at $2.12	1.06	1 dozen lead pencils	.50
½ ream note paper, at $1.16	.58	½ dozen pen-holders, at 60 cents	.15
⅒ ream legal-cap paper, at $2.87	.29	1 bottle ink	.49
1 pen-rack	.10	1 font mucilage	.44
2 blank books, at 85 cents	1.70		
1 rubber eraser	.13	Total	5.93

Capitol Police.

1,500 envelopes, at $1.30	$1.95	2 boxes pens, at 54 cents	$1.08
½ ream letter paper, at $2.16	1.08	2 dozen lead pencils, at 50 cents	1.00
1 ream packet note	1.76		
1 bottle ink	.36	Total	7.23

Committee on Accounts.

1,750 envelopes, at $1.30	$2.28	1 font mucilage	$0.22
50 envelopes, at $1.15	.06	2 bottles mucilage, at 37 cents	.74
250 envelopes, at $2.40	.60	12 sheets blotters, at 5 cents	.60
12 letter tablets, at 27 cents	3.24	1 box pens	.55
9 note tablets, at 22 cents	1.98	1 dozen pen-holders	.60
6 note tablets, at 15 cents	.90	3 rubber erasers, at 13 cents	.39
6 excelsior tablets, paper, at 13 cents	.78	1 steel eraser	.43
6 scratch-books, at 6 cents	.36	2 pyramids pins, at 7 cents	.14
½ ream legal cap paper, at $2.87	1.44	1 pair shears	1.25
2 boxes rubber bands, assorted, at 55 cents	1.10	Total	19.41
3½ dozen lead pencils, at 50 cents	1.75		

Committee on Agriculture.

1,000 envelopes	$1.30	1 bottle ink	$0.49
1,000 envelopes	2.25	2 dozen pencils, at 50 cents	1.00
1,000 envelopes	2.40	1 steel eraser	.40
3 reams letter paper, at $2.16	6.48	2 letter-openers, at 29 cents	.58
2 reams type-writer paper, at $2	4.00	1 package blotters	.05
6 scratch-books, at 4 cents	.24	1 sponge	.09
12 scratch-books, at 6 cents	.72		
1 bottle ink	.36	Total	20.38

Committee on Appropriations.

8,750 envelopes, at $1.30	$11.38	1 dozen pen-holders	$0.50
1,750 envelopes, at $2.40	4.20	½ dozen pen-holders, at $1.08	.54
24 tablets letter paper, at 27 cents	6.48	1 bottle of ink	.13
12 tablets letter paper, at 45 cents	5.40	2 bottles ink, at 14 cents	.28
36 tablets note paper, at 22 cents	7.92	1 bottle ink	.22
6 blocks paper, at 10 cents	.60	3 bottles ink, at 36 cents	1.08
15 scratch-books, at 4 cents	.60	4 stenographers' note-books, at 17 cents	.68
15 scratch-books, at 6 cents	.90	6 rubber erasers, at 10 cents	.60
1½ reams letter-paper, at $2.16	3.24	5 steel erasers, at 40 cents	2.00
2 reams note paper, at $1.16	2.32	2 bottles mucilage, at 60 cents	1.20
1 ream linen typewriter paper	1.50	3 spools rose tape, at 21 cents	.63
½ ream legal-cap paper, at $2.87	1.44	2 boxes pens, at 55 cents	1.10
½ ream foolscap paper, at $2.45	1.84	2 pyramids pins, at 6 cents	.12
1 box rubber bands	.60	2 cushions pins, at 7 cents	.14
5 boxes rubber bands, assorted, at 35c	1.75	1 pair scissors	.84
2 boxes fasteners, at 29 cents	.58		
9 dozen pencils, at 50 cents	4.50	Total	65.31

Committee on Banking and Currency.

1,500 envelopes, at $1.30	$1.95	7 sponges, at 9 cents	$0.63
13 tablets paper, at 27 cents	3.51	2 dozen pencils, at 50 cents	1.00
13 tablets paper, at 25 cents	3.25	2 dozen penholders, at 60 cents	1.20
13 excelsior tablets paper, at 15 cents	1.95	2 sticks sealing-wax, at 25 cents	.50
½ ream note-paper, at $2.21	1.11	1 pair scissors	.75
½ ream legal-cap paper, at $2.45	1.23	1 pair shears	1.25
½ ream foolscap paper, at $2.45	1.23	24 sheets blotters, at 5 cents	1.20
2 bottles ink, at 25 cents	.50	3 fonts mucilage, at 25 cents	.75
1 bottle ink	.36	3 boxes rubber bands, assorted, at 35c	1.05
6 inkstands, at 75 cents	4.50	6 pyramids pins, at 6 cents	.36
1 inkstand	3.75	2 boxes pens at, 55 cents	1.10
2 sponge-cups, at 10 cents	.20		
2 sponge-cups, at 28 cents	.56	Total	33.89

Committee on Claims.

250 envelopes, at $1.30	$0.33	1 bottle ink	$0.49
10 tablets paper, at 30 cents	3.00	8 packages blotters, at 5 cents	.35
14 tablets paper, at 27 cents	3.78	1 box rubber bands, assorted	.35
1 dozen pencils	.50		
1 bottle ink	.13	Total	8.73

Committee on Coinage, Weights, and Measures.

525 envelopes, at $1.30	$0.69	1 package blotters	$0.05
7 tablets letter-paper, at 27 cents	1.89	1 dozen pencils	.50
6 tablets note-paper, at 22 cents	1.32		
1 tablet note-paper	.16	Total	4.61

Committee on Commerce.

1,000 envelopes	$1.30	2 bottles of mucilage, at 15 cents	$0.30
8 tablets letter-paper, at 27 cents	2.16	1 box fasteners	.25
8 tablets note-paper, at 22 cents	1.76	1 box pens	.55
1 dozen pencils	.50	2 spools rose tape, at 21 cents	.42
1 dozen pen-holders	.50	1 typewriter ribbon	1.20
1 bottle ink	.36	1 typewriter ribbon	2.00
1 bottle ink	.49		
2 boxes rubber bands, assorted, at 55c	1.10	Total	12.99
2 packages blotting pads, at 5 cents	.10		

Committee on the District of Columbia.

1,000 envelopes	$1.30	1 bottle ink	$0.49
6 tablets paper, at 25 cents	1.50	1 dozen pen-holders	.60
12 tablets paper, at 27 cents	3.24	2 boxes rubber bands, assorted, at 35c	.70
12 tablets paper, at 45 cents	5.40	5 inkstands, at 50 cents	2.50
½ ream legal-cap paper, at $2 45	.62	1 inkstand	1.50
3 dozen pencils, at 50 cents	1.50	1 pyramid pins	.06
1 box pens	.84	1 pair shears	1.20
2 boxes pens, at 55 cents	1.10	4 packages blotters, at 5 cents	.20
1 bottle mucilage	.15	1 steel eraser	.43
2 bottles mucilage, at 25 cents	.50	1 McGill punch	.21
1 bottle mucilage	.45		
1 bottle ink	.38	Total	24.57

Committee on Education.

1,000 envelopes	$1.30	1 font mucilage	$0.45
250 envelopes, at $2.40	.60	1 pair shears	1.20
12 tablets paper, at 27 cents	3.24	1 box rubber bands, assorted	.35
12 tablets paper, at 22 cents	2.64	1 steel erasure	.43
2 dozen pencils, at 50 cents	1.00	1 ivory paper-folder	.50
2 inkstands, at 75 cents	1.50	1 glass paper-weight	.55
2 dozen pen-holders, at 60 cents	1.20	16 sheets blotters, at 5 cents	.80
1 bottle ink	.36	6 packages blotting-pads, at 5 cents	.30
1 bottle ink	.45		
1 font mucilage	.25	Total	17.12

Committee on Elections.

20 scratch-books, at 6 cents	$1.20	2 fonts mucilage, at 44 cents	$0.88
2 boxes rubber bands, assorted, at 35 cents	.70	1 paper-weight	.17
1 box fasteners	.25	1 paper-weight	.39
2 dozen pencils, at 50 cents	1.00	2 packages blotting-pads, at 5 cents	.10
1 bottle ink	.18	Total	5.36
1 bottle ink	.49		

Committee on the Election of President and Vice-President.

2,500 envelopes, at $1.30	$3.25	1 bottle ink	$0.49
500 envelopes, at $2.25	1.13	20 sheets blotters, at 5 cents	1.00
14 tablets paper, at 27 cents	3.78	3 packages blotters, at 5 cents	.15
2 tablets paper, at 35 cents	.70	1½ dozen pencils, at 50 cents	.75
1 tablet paper	.20	½ dozen red and blue pencils, at $1.08	.27
10 tablets paper, at 22 cents	2.20	1 dozen pen-holders	.50
10 tablets paper, at 25 cents	2.50	1 dozen pen-holders	1.08
3 Excelsior tablets paper, at 9 cents	.27	4 sponges, at 9 cents	.36
2 fonts mucilage, at 22 cents	.44	6 inkstands, at 50 cents	3.00
1 bottle mucilage	.45	1 rubber eraser	.13
1 box pens	.54	1 ivory paper-folder	.45
3 boxes pens, at 55 cents	1.65	6 boxes rubber bands, assorted, at 35 cents	2.10
1 pair scissors	.66	1 paper-weight	.40
1 pair scissors	.84	1 basket	.46
1 pair scissors	.95	4 pyramids pins, at 6 cents	.24
1 pair scissors	1.20		
1 bottle ink	.12	Total	32.90
2 bottles ink, at 32 cents	.64		

Committee on the Eleventh Census.

1,750 envelopes, at $1.30	$2.28	1 bottle mucilage	$0.40
250 envelopes, at $2.25	.57	1 bottle mucilage	.60
250 envelopes, at $2.40	.60	4 boxes rubber bands, assorted, at 35 cents	1.40
8 letter tablets, at 27 cents	2.16	12 stenographer's note-books, at 15 cents	1.80
6 letter tablets, at 45 cents	2.70	3 stenographer's note-books, at 17 cents	.50
6 Excelsior tablets paper, at 13 cents	.78	1 pair scissors	1.00
12 Excelsior tablets paper, at 15 cents	1.80	1 dozen pencils	.48
12 scratch-books, at 5 cents	.60	2 dozen pencils, at 50 cents	1.00
12 blocks paper, at 8 cents	.96	½ dozen red and blue pencils, at $1.08	.54
1 ream type-writer paper	1.75	24 sheets blotters, at 5 cents	1.20
½ ream type-writer paper, at $2	1.00	12 packages blotting pads, at 5 cents	.60
1 font mucilage	.35		

Committee on the Eleventh Census—Continued.

6 rubber erasers, at 13 cents	$0.78	1 bottle ink	$
2 steel erasers, at 40 cents	.80	1 bottle ink	
1 box pens	.55	1 inkstand	
1 box pens	.75	1 basket	
12 dozen pens, assorted, at 10 cents	1.20		
9 cushions pins, at 7 cents	.63	Total	

Committee on Enrolled Bills.

1,000 envelopes	$1.30	4 boxes rubber bands, assorted, at 35 cents	$
500 envelopes, at $2.25	1.13	1 box rubber bands, assorted	
9 letter tablets paper, at 27 cents	2.43	12 dozen pens, assorted, at 10 cents	
3 note tablets paper, at 22 cents	.66	1 package blotting pads	
9 scratch-books, at 6 cents	.54	1 bottle ink	
6 pyramids pins, at 6 cents	.36		
1½ dozen pencils, at 50 cents	.75		
½ dozen red and blue pencils at $1.08	.54	Total	1

Committee on Expenditures in the Department of Justice.

1,750 envelopes, at $1.30	$2.28	1 dozen pen-holders	$
250 envelopes, at $2.40	.60	1 font mucilage	
3 tablets letter-paper, at 45 cents	1.35	1 box rubber bands, assorted	
23 tablets letter-paper, at 27 cents	6.21	6 sheets blotters, at 5 cents	
10 tablets note-paper, at 25 cents	2.50	3 packages blotting pads, at 5 cents	
2 bottles ink, at 22 cents	.44	2 boxes pens, at 55 cents	
1 bottle ink	.35		
1 bottle ink	.36	Total	1

Committee on Expenditures in the Interior Department.

500 envelopes, at $1.30	$0.65	2 dozen pencils, at 50 cents	$1
250 envelopes, at $2.40	.60	½ dozen pen-holders, at 60 cents	
6 tablets letter-paper, at 27 cents	1.62	1 bottle ink	
10 tablets note-paper, at 25 cents	2.50	1 font mucilage	
3 tablets note-paper, at 22 cents	.66	1 pair shears	1
25 sheets blotting-paper, at 5 cents	1.25		
1 box pens	.55	Total	11
1 box rubber bands, assorted	.55		

Committee on Expenditures on Public Buildings.

750 envelopes, at $1.30	$0.98	1 dozen pen-holders	$0.
500 envelopes, at $2.40	1.20	1 dozen pencils	
6 tablets letter-paper, at 45 cents	2.70	1 bottle ink	
6 tablets letter-paper, at 35 cents	2.10	2 bottles mucilage, at 45 cents	
12 tablets letter-paper, at 27 cents	3.24	1 rubber eraser	
12 tablets note-paper, at 22 cents	2.64	1 steel eraser	
1 ream legal-cap paper	2.87	1 box rubber bands, assorted	
1 box pens	.54	1 pair shears	1.
12 dozen pens, assorted, at 10 cents	1.20		
3 packages blotting-pads, at 5 cents	.15	Total	22.

Committee on Expenditures in the Treasury Department.

250 envelopes, at $2.40	$0.60	2 boxes rubber bands, assorted, at 55 cents	$1
2 letter tablets, at 27 cents	.54	1 box fasteners	
12 scratch-books, at 5 cents	.60	1 steel eraser	
12 sheets blotters, at 5 cents	.60	½ dozen penholders, at 50 cents	
2 packages blotters, at 5 cents	.10		
1,000 manila tags	1.75	Total	6
1 bottle violet ink	.75		

Committee on Expenditures in the War Department.

750 envelopes, at $1.30	$0.98	1 box rubber bands, assorted	$0.55
250 envelopes, at $2.40	.60	½ dozen penholders, at 48 cents	.24
5 letter tablets, at 45 cents	2.25	1 dozen pencils	.48
5 letter tablets, at 27 cents	1.35	2 fonts mucilage, at 45 cents	.90
¼ ream legal cap, at $2.45	.62	1 box fasteners	.25
12 dozen pens, assorted, at 10 cents	1.20		
1 bottle ink	.49	Total	10.06
3 packages blotting pads, at 5 cents	.15		

Committee on Foreign Affairs.

1,000 envelopes	$1.30	1 steel eraser	$0.40
6 letter tablets, at 45 cents	2.70	1 dozen penholders	.50
32 letter tablets, at 27 cents	8.64	1 bottle ink	.25
6 scratch books, at 6 cents	.36	6 sponges, at 9 cents	.54
1 bottle ink	.49	2 dozen pencils, at 50 cents	1.00
12 dozen pens, assorted, at 10 cents	1.20		
1 box rubber bands, assorted	.55	Total	18.53
12 sheets blotting pads, at 5 cents	.60		

Committee on Indian Affairs.

2,250 envelopes, at $1.30	$2.93	2 steel erasers, at 40 cents	$0.80
250 envelopes, at $1.20	.30	2 ink-stands, at 85 cents	1.70
500 envelopes, at $2.40	1.20	2 dozen pencils, at 50 cents	1.00
250 envelopes, at $4.50	1.13	¼ dozen red and blue pencils, at $1.08	.27
18 letter tablets paper, at 27 cents	4.86	2 dozen penholders, at 60 cents	1.20
6 letter tablets paper, at 25 cents	1.50	2 bottles mucilage, at 45c	.90
18 note tablets paper, at 22 cents	3.96	2 spools rose tape, at 21 cents	.42
12 scratch books, at 6 cents	.72	2 sponge-cups, at 28 cents	.56
1 box rubber bands assorted	.55	12 sponges, at 10 cents	1.20
2 boxes rubber bands assorted, at 35 cents	.70	4 table blotters, at 75 cents	3.00
1 box pens	.54	20 sheets blotters, at 5 cents	1.00
1 box pens	.55	4 packages bletters, at 5 cents	.20
1 bottle ink	.36	1 pair scissors	.82
2 bottles ink, at 49 cents	.98	2 boxes fasteners, at 29 cents	.58
7 rubber erasers, at 13 cents	.91	Total	34.84

Committee on Indian Depredation Claims.

500 envelopes, at $1.30	$0.65	24 sheets blotting pads, at 5 cents	$1.20
12 letter tablets paper, at 27 cents	3.24	2 packages blotters, at 5 cents	.10
½ ream foolscap paper, at $2.45	1.23		
1 bottle ink	.20	Total	6.98
6 pyramids pins, at 6 cents	.36		

Committee on Invalid Pensions.

4,750 envelopes, at $1.30	$6.18	2 boxes pens, at 55 cents	$1.10
1,250 envelopes, at $2.25	2.82	48 dozen pens, assorted, 10 cents	4.80
1,500 envelopes, at $2.40	3.60	2 bottles ink, at 36 cents	.72
10 tablets letter paper, at 45 cents	4.50	4 bottles ink, at 49 cents	1.96
10 tablets note paper, at 35 cents	3.50	56 sheets blotters, at 5 cents	2.80
52 tablets letter paper, at 27 cents	14.04	55 packages blotters, at 5 cents	2.75
10 tablets note paper, at 25 cents	2.50	12 fonts mucilage, at 25 cents	3.00
20 tablets note paper, at 22 cents	4.40	4 rubber erasers, at 13 cents	.52
2 scratch-books, at 6 cents	.12	4 steel erasers, at 43 cents	1.72
1 ream legal cap paper	2.87	12 McGill punches, at 25 cents	3.00
20 boxes rubber bands, assorted, at 55 cents	11.00	6 indexed records, at $1	6.00
3 boxes rubber bands, assorted, at 35 cents	1.05	3 inkstands, at 25 cents	.75
1 box rubber bands	.08	12 sponges, at 9 cents	1.08
3 boxes rubber bands, at 10 cents	.30	3 sponge cups, at 10 cents	.30
12 boxes rubber bands, at 15 cents	1.80	6 letter files, at 28 cents	1.68
1 dozen penholders	.48	2 pairs shears, at $1.08	2.16
3 dozen penholders, at 60 cents	1.80	1 cushion pins	.07
7 dozen pencils, at 50 cents	3.50	6 boxes fasteners, at 25 cents	1.50
3 boxes pens, at 54 cents	1.62	3 boxes fasteners, at 33 cents	.99
		Total	103.06

Committee on the Judiciary.

4,250 envelopes, at $1.30	$5.53	2 boxes rubber bands, assorted, at 35 cents	$.70
1,000 envelopes	2.25	2 packages blotters, at 5 cents	.10
1,000 envelopes	2.40	2 bottles mucilage, at 15 cents	.30
48 tablets letter paper, at 27 cents	12.96	12 dozen pens, assorted, at 10 cents	1.20
½ ream legal cap paper, at $2.87	1.44	1 pair shears	1.29
1 dozen pen-holders	.50	2 rubber erasers, at 13 cents	.26
1 dozen pen-holders	.70		
1 dozen pencils	.50	Total	30.62
1 bottle ink	.49		

Committee on Labor.

2,500 envelopes, at $1.30	$3.25	2 pairs scissors, at 74 cents	$1.48
1,000 envelopes	1.95	1 pair shears	1.29
16 tablets note paper, at 22 cents	3.52	3 hand blotters, at 40 cents	1.20
8 tablets letter paper, at 27 cents	2.16	5 packages blotters, at 4 cents	.20
10 lithograph letter tablets, at 65 cents	6.50	1 box rubber bands, assorted	.55
1 bottle ink	.25	1 dozen file boxes	6.00
1 bottle ink	.35		
1 bottle copying ink	.50	Total	29.64
1 font mucilage	.44		

Committee on the Library.

500 envelopes, at $1.50	$.75	4 rubber erasers, at 13 cents	$.52
100 envelopes, at $1.60	.16	2 steel erasers, at 40 cents	.80
50 envelopes, at $1.70	.09	1 box rubber bands, assorted	.35
600 envelopes, at $3.50	2.10	1 box rubber bands, assorted	.55
250 envelopes, at $4.50	1.13	1 ruler	.50
1 ream letter paper	2.50	1 inkstand	.15
2 lithograph letter tablets, at 65 cents	1.30	1 inkstand	.50
2 tablets letter paper, at 27 cents	.54	1 inkstand	.13
20 tablets note paper, at 25 cents	5.00	1 inkstand	1.25
5 tablets note paper, at 22 cents	1.10	2 sponges, at 9 cents	.18
4 excelsior tablet paper, at 13 cents	.52	2 sponge cups, at 7 cents	.14
12 dozen pens, assorted, at 10 cents	1.20	3 bottles mucilage, at 15 cents	.45
1 bottle ink	.13	1 paper weight	.39
1 bottle ink	.43	1 glass paper-weight	.75
1 dozen pencils	.50	3 pen-racks, at 10 cents	.30
½ dozen pen-holders, at 63 cents	.32	1 corkscrew	.75
½ dozen pen-holders, at 75 cents	.38		
12 sheets blotting-pads, at 5 cents	.60	Total	27.16
2 rubber erasers, at 10 cents	.20		

Committee on Manufactures.

2,000 envelopes, at $1.30	$2.60	½ dozen pencils, at 50 cents	$.25
16 tablets note paper, at 22 cents	3.52	1 red and blue pencil	.09
24 tablets letter paper, at 27 cents	6.48	1 box pens	.54
1 bottle ink	.49	1 package blotting-pads	.04
1 bottle mucilage	.56		
1 pair scissors	.75	Total	15.32

Committee on Merchant Marine and Fisheries.

750 envelopes, at $1.30	$.98	½ dozen red and blue pencils, at $1.08	$.54
750 envelopes, at $2.40	1.80	1 basket	.50
3 tablets letter paper, at 27 cents	.81	1 package blotters	.05
3 tablets letter paper, at 35 cents	1.05	12 sheets blotters, at 5 cents	.60
6 excelsior tablet paper, at 15 cents	.90	1 bottle ink	.36
6 scratch books, at 6 cents	.36	1 bottle ink	.49
1 box pens	.55		
1 dozen pen-holders	.60	Total	10.09
1 dozen pencils	.50		

Committee on Military Affairs.

1,000 envelopes	$1.30	32 tablets note paper, at 22 cents	$7.04
500 envelopes, at $2.40	1.20	1 tablet note paper	.20
250 envelopes, at $3.50	.88	10 tablets note paper, at 25 cents	2.50
44 tablets letter paper, at 27 cents	11.88	8 scratch books, at 6 cents	.48

Committee on Military Affairs—Continued.

5 bottles ink, at 36 cents	$1.80	1 box pens	$.55
1 bottle ink	.25	2 dozen pen-holders, at 55 cents	1.10
1 bottle ink	.49	1 pair shears	1.18
1 box rubber bands	.10	2 steel erasers, at 40 cents	.80
2 boxes rubber bands, at 12 cents	.24	2 fonts mucilage, at 22 cents	.44
4 boxes rubber bands, assorted, at 35 cents	1.40	1 font mucilage	.44
		10 cushions pins, at 7 cents	.70
1 box rubber bands, assorted	.55	1 corkscrew	.57
12 sheets blotters, a 5 cents	.60	1 letter clip	.17
14 packages blotting pads, at 5 cents	.70	6 sponges, at 9 cents	.54
5 dozen pencils, at 50 cents	2.50	1 box fasteners	.29
1 dozen red and blue pencils	1.08	1 McGill punch	.22
12 dozen pens, assorted, at 10 cents	1.20		
2 boxes pens, at 54 cents	1.08	Total	44.47

Committee on the Militia.

500 envelopes, at $1.30	$.65	1 font mucilage	$.45
500 envelopes, at $2.40	1.20	1 inkstand	.63
6 tablets note paper, at 22 cents	1.32	1 ivory folder	1.02
6 tablets letter paper, at 27 cents	1.62	1 rubber eraser	.13
10 tablets letter paper, at 30 cents	3.00	1 steel eraser	.40
1 dozen pencils	.50	2 cushions pins, at 7 cents	.14
1 dozen pen-holders	.60	5 packages blotting-pads, at 5 cents	.25
1 box pens	.55	1 box rubber bands, assorted	.35
1 ruler	.34	1 bottle ink	.49
1 pair scissors	.52		
1 bottle mucilage	.56	Total	15.02

Committee on Mines and Mining.

6 tablets note-paper, at 25 cents	$1.50	1 steel eraser	$.40
1 package blotting pads	.05	1 McGill punch	.22
2 inkstands, at 34 cents	.68	1 bottle ink	.86
1 inkstand	.63	1 bottle mucilage	.36
½ dozen pen-holders, at 50 cents	.25		
½ dozen pencils, at 50 cents	.25	Total	5.90
12 dozen pens, assorted, at 10 cents	1.20		

Committee on Naval Affairs.

2,000 envelopes, at $1.30	$2.60	1 dozen pen-holders	$.60
250 envelopes, at $2.40	.60	1 inkstand	.86
15 tablets note-paper, at 15 cents	2.25	4 boxes rubber bands, assorted, at 35 cents.	1.40
10 tablets note-paper, at 25 cents.	2.50		
20 tablets letter-paper, at 27 cents	5.40	3 rubber erasers, at 13 cents	.39
½ ream note-paper, at $1.30	.65	1 steel eraser	.40
1 ream legal-cap paper	2.81	1 bottle mucilage	.60
2 bottles ink, at 22 cents	.44	2 fonts mucilage, at 44 cents	.88
1 bottle ink	.25	6 sponges, at 9 cents	.54
3 bottles ink, at 36 cents	1.08	1 spool rose tape	.21
3 dozen pencils, at 50 cents	1.50	6 cushions pins, at 7 cents	.42
½ dozen red and blue pencils, at $1.08	.54		
4 packages blotters, at 5 cents	.20	Total	28.22
2 boxes pens, at 55 cents	1.10		

Committee on Pacific Railroads.

500 envelopes, at $1.30	$.65	1 dozen pen-holders	$.60
250 envelopes, at $2.40	.60	1 package blotting-pads	.05
6 tablets note-paper, at 22 cents	1.32	1 rubber eraser	.13
6 tablets note-paper, at 25 cents	1.50	1 steel eraser	.40
3 tablets letter-paper, at 27 cents	.81	1 box rubber bands, assorted	.35
1 bottle ink	.49	1 pair scissors	.56
2 bottles mucilage, at 15 cents	.30	1 box pens	.55
1 inkstand	1.87		
1 dozen pencils	.50	Total	10.68

Committee on Patents.

500 envelopes, at $1.30	$0.65	1 dozen pencils	$0.50
500 envelopes, at $2.40	1.20	3 fonts mucilage, at 45 cents	1.35
6 tablets note-paper, at 25 cents	1.50	2 dozen pen-holders, at 60 cents	1.20
13 tablets letter-paper, at 27 cents	3.51	1 pair shears	1.00
3 boxes pens, at 55 cents	1.65	3 inkstands, at 75 cents	2.25
2 bottles ink, at 36 cents	.72	12 sponges, at 10 cents	1.20
3 packages blotting-pads, at 5 cents	.15	1 waste-basket	.44
24 sheets blotting-paper, at 5 cents	1.20	Total	19.31
3 rubber erasers, at 13 cents	.39		
1 steel eraser	.40		

Committee on Pensions.

1,750 envelopes, at $1.30	$2.28	1 box pens	$0.54
750 envelopes, at $2.25	1 69	2 boxes pens, at 55 cents	1.10
15 tablets note-paper, at 22 cents	3.30	1 bottle mucilage	.15
8 tablets note-paper, at 25 cents	2.00	2 fonts mucilage, at 44 cents	.88
45 tablets letter-paper, at 27 cents	12.15	3 dozen pencils, at 50 cents	1.50
½ ream note-paper, at $1.14	.57	1 dozen red and blue pencils	1.08
½ ream foolscap paper, at $2.45	1.23	1 ruler	.46
½ ream legal-cap paper, at $2.87	1.44	7 rubber erasers, at 13 cents	.91
1 pair scissors	.88	1 steel eraser	.40
1 basket	.56	1 steel eraser	.43
2 boxes rubber bands, assorted, at 35 cents	.70	1 dozen pen-holders	.40
4 boxes rubber bands, assorted, at 55 cents	2.20	2 dozen pen-holders, at 50 cents	1.00
3 packages blotting-pads, at 5 cents	.15	1 dozen pen-holders	.80
2 bottles ink, at 32 cents	.64	6 sponges, at 9 cents	.54
2 bottles ink, at 37 cents	.74	Total	40.72

Committee on the Post-Office and Post-Roads.

2,000 envelopes, at $1.30	$2.60	6 rubber erasers, at 12 cents	$0.72
250 envelopes, at $2.25	.57	4 steel erasers, at 43 cents	1.72
21 tablets note-paper, at 22 cents	5.28	1 box rubber bands, assorted	.35
28 tablets letter-paper, at 27 cents	7.56	1 box rubber bands, assorted	.35
1 quire bill-paper	.24	2 boxes pens, at 55 cents	1.10
5 bottles ink, at 36 cents	1.80	2 dozen pencils, at 50 cents	1.00
1 bottle ink	.16	½ dozen red and blue pencils, at $1.08	.27
1 pair shears	1.20	8 sponges, at 9 cents	.72
2 dozen pen-holders, at 60 cents	1.20	2 pyramids pins, at 6 cents	.12
8 packages blotting-pads, at 5 cents	.40	2 inkstands, at 45 cents	.90
24 sheets blotters, at 5 cents	1.20	1 corkscrew	.63
4 bottles mucilage, at 15 cents	.60	Total	$1.67
2 fonts mucilage, at 44 cents	.88		

Committee on Printing.

3,000 envelopes, at $1.30	$3.90	6 sheets blotters, at 5 cents	$0.30
6 tablets note-paper, at 22 cents	1.32	6 packages blotting-pads, at 5 cents	.30
10 tablets note-paper, at 25 cents	2.50	1 pyramid pins	.06
3 scratch-books, at 4 cents	.12	1 cushion pins	.07
3 scratch-books, at 6 cents	.18	2 bottles mucilage, at 15 cents	.30
1 bottle ink	.36	1 dozen pencils	.50
1 box rubber bands, assorted	.35	Total	11.46
12 dozen pens, assorted, at 10 cents	1.20		

Committee on Public Buildings and Grounds.

1,000 envelopes	$1.30	2 dozen pencils, at 50 cents	$1.00
6 tablets note-paper, at 25 cents	1.50	½ dozen red and blue pencils, at $1.08	.54
1 ream letter-paper	2.16	3 boxes rubber bands, assorted, at 35 cents	1.05
1 box pens	.54	1 pair shears	1.20
1 box pens	.55	3 fonts mucilage, at 45 cents	1.35
1 bottle ink	.26	4 boxes fasteners, at 29 cents	1.16
1 bottle ink	.49	Total	14.05
15 sheets blotters, at 5 cents	.75		
2 packages blotting-pads, at 5 cents	.10		

Committee on the Public Lands.

500 envelopes, at $1.30	$0.65	1 box rubber bands, assorted	$0.5
250 envelopes, at $2.40	.60	1 font mucilage	.4
12 tablets letter-paper, at 27 cents	3.51	12 dozen pens, assorted, at 10 cents	1.2
13 scratch-books, at 6 cents	.72	½ dozen penholders, at 50 cents	.2
½ ream legal-cap paper, at $2.87	.72		
1 package blotting-pads	.05	Total	8.7

Committee on Railways and Canals.

500 envelopes, at $1.30	$0.65	2 packages blotting-pads, at 5 cents	$0.1
250 envelopes, at $2.40	.60	2 fonts mucilage, at 25 cents	.5
4 tablets note-paper, at 22 cents	.88	1 bottle ink	.4
10 tablets letter-paper, at 35 cents	3.50	1 pair shears	1.0
t tablets letter-paper, at 27 cents	1.08	1 inkstand	.8
1 box of pens	.55	1 McGill punch	.2
1½ dozen penholders, at 60 cents	.90	1 box rubber bands, assorted	.3
1½ dozen pencils, at 50 cents	.75	6 sponges, at 10 cents	.6
3 rubber erasers, at 13 cents	.39		
1 steel eraser	.40	Total	14.0
3 cushions pins, at 7 cents	.14		

Committee on Reform in the Civil Service.

750 envelopes, at $1.30	$0.98	1 basket	$0.5
500 envelopes, at $2.25	1.13	1 ruler	.5
6 Excelsior tablets paper, at 11 cents	.66	1 pair shears	1.2
6 tablets note-paper, at 25 cents	1.50	2 pen-racks, at 15 cents	.3
9 tablets letter-paper, at 27 cents	2.43	3 rubber erasers, at 13 cents	.3
1 inkstand	1.00	1 steel eraser	.4
1 inkstand	1.25	1 box rubber bands, assorted	.3
2 dozen penholders, at 60 cents	1.20	2 boxes rubber bands, assorted, at 55 cents	1.1
24 dozen pens, assorted, at 10 cents	2.40	1 paper-weight	.4
1½ dozen pencils, at 50 cents	.75	1 bottle mucilage	.6
24 sheets blotters, at 5 cents	1.20		
3 packages blotting-pads, at 5 cents	.15	Total	22.2
2 bottles ink, at 36 cents	.71		
12 sponges, at 9 cents	1.08		

Committee on the Revision of the Laws.

500 envelopes, at $1.30	$0.65	6 scratch-books, at 15 cents	$0.9
250 envelopes, at $2.40	.60	½ ream legal-cap paper, at $2.45	1.2
11 tablets letter-paper, at 27 cents	2.97	½ ream letter-paper, at $1.50	.7
3 tablets note-paper, at 22 cents	.66	3 pyramids pins, at 7 cents	.2
½ ream type-writer paper, at $1.50	.75	1 ruler	.4
6 bottles mucilage, at 15 cents	.90	1 waste basket	.4
1 bottle ink	.35	1 box pens	.5
1 bottle ink	.65	1 letter file	.2
1 box rubber bands	.29	2 rubber erasers, at 13 cents	.2
1 box rubber bands, assorted	.35	1 McGill punch	.2
5 packages blotting-pads, at 5 cents	.25	1 box fasteners	.3
13 sheets blotters, at 5 cents	.65	2 red and blue pencils, at 9 cents	.1
1 steel eraser	.40	6 linen-note tablets, at 25 cents	1.5
2 inkstands, at 75 cents	1.50		
2 dozen pencils, at 50 cents	1.00	Total	19.8
1 pair scissors	.55		

Committee on Rivers and Harbors.

2,000 envelopes, at $1.30	$2.60	6 sponges, at 10 cents	$0.6
500 envelopes, at $2.40	1.20	3 dozen pencils, at 50 cents	1.5
24 tablets letter paper, at 27 cents	6.48	2 dozen pen-holders, at 60 cents	1.2
16 tablets note paper, at 22 cents	3.52	12 dozen pens, assorted, at 10 cents	1.2
6 bottles mucilage, at 15 cents	.90	1 ruler	.4
2 bottles ink, at 36 cents	.72	1 pair scissors	.7
1 box rubber bands, assorted	.55	1 corkscrew	.7
3 boxes rubber bands, assorted, at 35 cents	1.05	Total	23.8
3 rubber erasers, at 13 cents	.39		

Committee on Rules.

6 desk pads, at 50 cents	$3.00	2 boxes rubber bands, assorted, at 55 cents	$1.10
6 inkstands, at 85 cents	5.10	24 Excelsior cap tablets, at 15 cents	3.60
6 pen-racks, at 15 cents	.90	1 ream letter paper	3.50
6 sponges, at 7 cents	.42	250 envelopes, at $1.30	.33
6 sponge cups, at 15 cents	.90	250 envelopes, at $2.40	.60
12 sheets blotting-pads, at 5 cents	.60	6 waste-basket, at 50 cents	3.00
3 bottles ink, at 36 cents	1.08	1 block	15.50
2 bottles carmine ink, at 20 cents	.40		
2 dozen pencils, at 50 cents	1.00	Total	42.81
6 rubber erasers, at 13 cents	.78		
2 dozen assorted pen-holders, at 50 cents	1.00		

NOTE.—The Committee on Rules furnished all of the above to the General Indexers.

Committee on Territories.

2,750 envelopes, at $1.30	$3.58	1 red and blue pencil	$0.08
750 envelopes, at $2.25	1.69	2 boxes rubber bands, assorted, at 35 cents	.70
500 envelopes, at 2.40	1.20	1 box rubber bands, assorted	.55
6 tablets note paper, at 25 cents	1.50	18 sheets blotting paper, at 5 cents	.90
22 tablets letter paper, at 27 cents	5.94	4 packages blotting pads, at 5 cents	.20
5 tablets letter paper, at 45 cents	2.25	2 rubber erasers, at 13 cents	.26
6 scratch books, at 6 cents	.36	1 steel eraser	.43
½ ream legal cap paper, at $2.87	.72	½ dozen pen-holders, at 50 cents	.25
1 bottle ink	.35	1 dozen pen-holders	.60
1 bottle ink	.49	6 bottles mucilage, at 15 cents	.90
3 dozen pens, assorted, at 10 cents	.30	2 cushions pins, at 7 cents	.14
1 box pens	.55		
1 box pens	.65	Total	25.84
2½ dozen pencils, at 50 cents	1.25		

Committee on War Claims.

3,000 envelopes, at $1.30	$3.90	2 bottles ink, at 22 cents	$0.44
500 envelopes, at $2.40	1.20	1 bottle ink	.35
12 tablets note paper, at 25 cents	3.00	2 bottles ink, at 49 cents	.98
30 tablets letter paper, at 27 cents	8.10	24 sheets blotting paper, at 5 cents	1.20
6 tablets letter paper, at 45 cents	2.70	4 packages blotting pads, at 5 cents	.20
1 ream legal-cap paper	2.45	1 dozen pencils	.50
9 boxes rubber bands, assorted, at 55 cents	4.95	2 boxes pens, at 55 cents	1.10
2 bottles mucilage, at 60 cents	1.20	Total	33.17

Committee on Ways and Means.

3,500 envelopes, at $1.30	$4.55	1 box pens	$0.55
500 envelopes, at $2.40	1.20	1 bottle ink	.35
16 tablets note paper, at 22 cents	3.52	1 bottle ink	.40
28 tablets letter paper, at 27 cents	7.56	1 bottle ink	.42
12 scratch books, at 4 cents	.48	1 pair shears	1.29
13 scratch books, at 6 cents	.78	12 sheets blotting paper, at 5 cents	.60
½ ream foolscap paper, at $2.45	1.23	2 dozen pencils, at 50 cents	1.00
1½ reams legal cap paper, at $2.87	4.31	2 steel erasers, at 40 cents	.80
4 dozen pencils, at 48 cents	1.92	1 bottle mucilage	.36
1½ dozen penholders, at 50 cents	.75	2 boxes rubber bands, assorted, at 35 cents	.70
1 dozen penholders	.60		
½ dozen penholders, at $1.08	.54	Total	34.45
1 box pens	.54		

Committee to Investigate the Immigration of Paupers.

2,125 envelopes, at $1.30	$2.77	1 dozen pencils	$0.47
125 envelopes, at $2.25	.29	2 dozen pencils, at 50 cents	1.00
1,000 envelopes	2.40	6 red and blue pencils, at 8 cents	.48
16 tablets note paper, at 22 cents	3.52	6 red and blue pencils, at 9 cents	.54
31 tablets letter paper, at 27 cents	8.37	48 sheets blotting paper, at 5 cents	2.40
6 scratch books, at 4 cents	.24	6 letter files, at 28 cents	1.68
6 scratch books, at 6 cents	.36	½ dozen board clips, at $3.25	1.63
12 excelsior tablets paper, at 9 cents	1.08	1 box rubber bands, assorted	.35
1 ream letter paper	2.16	1 box rubber bands, assorted	.55
1 ream legal cap paper	2.87	1 box rubber bands	.38
1 ream cap type-writer paper	2.00	2 boxes pens, at 54 cents	1.08

Committee to Investigate the Immigration of Paupers—Continued.

12 dozen pens, assorted, at 10 cents	$1.20	1 box fasteners	$0.28
3 dozen pen-holders, at 60 cents	1.80	1 ruler	.66
1 bottle mucilage	.13	1 record book	.75
1 pair scissors	.74	1 record book	.81
2 pairs shears, at $1.20	2.40	1 blank book	1.16
1 bottle ink	.14	2 blank books, at $1.25	2.50
5 glass paper-weights, at 60 cents	3.00	1 blank book	1.50
1 spool tape	.20	1 ivory paper-folder	.88
1 inkstand	.50	4 pen-wipers, at 20 cents	.80
1 inkstand	1.00	Total	58.45
6 cushions pins, at 7 cents	.42		
2 waste baskets, at 48 cents	.96		

Committee on existing labor troubles in Pennsylvania.

1 ream legal cap paper	$2.87

Committee to investigate purchases of real estate in the District of Columbia.

200 envelopes, at $1.30	$0.39	1 dozen pencils	$0.50
250 envelopes, at $2.25	.57	1 box rubber bands, assorted	.35
25 envelopes, at $2.40	.06	1 box fasteners	.29
1 tablet note-paper	.22	2 packages blotting pads, at 5 cents	.10
3 letter tablets, at 27 cents	.81	Total	5.40
¼ ream legal-cap paper, at $2.87	1.44		
1 blank book	.67		

Committee to Investigate the Construction of the New Library Building.

50 envelopes, at $1.30	$0.33	12 dozen pens, assorted, at 10 cents	$1.20
6 letter tablets, at 27 cents	1.62	1 box swan quill pens	.45
62 scratch-books, at 6 cents	3.72	1 rubber eraser	.12
1 ream legal cap paper	2.87	1 box rubber bands, assorted	.55
2 packages blotting-pads, at 5 cents	.10	1 letter-file	.28
5 dozen pencils, at 50 cents	2.50	Total	14.71
1 bottle ink	.36		
1 dozen pen-holders	.60		

C.

Statement of the stationery room from July 1, 1888, to June 30, 1889.

Stock on hand, July 1, 1888	$8,025.37
Purchased from July 1, 1888, to June 30, 1889	12,910.22
Surplus July 1, 1889	17.95
	20,953.54
Issued to members from July 1, 1888, to June 30, 1889 (including $128.70 and $16.65), account of cash and overdrawn stationery accounts	$7,178.15
Issued to officers and committees from July 1, 1888, to June 30, 1889	3,930.86
Inventory of condemned stationery authorized to be sold by Committee on Accounts	1,838.91
Inventory July 1, 1889	7,996.62
	20,953.54

D.

Statement of articles issued from store-room in charge of Clerk for fiscal year ending June 30, 1889.

To whom issued.	Boxes matches.	Cakes toilet soap.	Boxes blacking.	Blacking brushes.	Whisk brooms.	Feather dusters.	Hair brushes.	Combs.	Nail brushes.	Tumblers.	Chamois skins.	Pitchers.	Soap trays.	Clothes brushes.	Dust brushes.	Dust pans.	Hat brushes.	Spittoons.	Brooms.	Reams toilet paper.	Towels.	Water buckets.	Sponges.	File cords.	Wax tapers.	Hair dusters.
Committee on—																										
Accounts	12	3	2	1						1									1							
Agriculture	12	2	1			1																				
Appropriations	48																									
Banking and Currency	24	2	1	1	1	1	1	1		2				1			1						1			
Commerce	24	3	1	1	1		1	1		2				1						3						
District of Columbia	24	1	1	1	1	1	1	1											1	3						
Elections	24	2	1	1	1	1	1	1																		
Election of President and Vice-President	24	2	1	1	1		1	1	1	4				1			1									
Eleventh Census	60	2	3																	4						
Enrolled Bills	36	2	1	1																						
Expenditures in Interior Department	12	1	1		1	1		1															1			
Expenditures in Department of Justice	12	2	1	1	1	1	1	1		2						1			1							
Expenditures in Post-Office Department					1																					
Expenditures in Treasury Department	42	3	1									1								3					3	
Expenditures in War Department	24	1	1	1	1	1		1	1	2						1							1			
Foreign Affairs	24	2	1	1	1		1	1	1		1								1	3						
Indian Affairs	60	4	1	1	1	1	1	1						1			1			5			1			
Indian Depredation Claims	24	2																								
Invalid Pensions	84	8	4	2	2	1	1	1		3							1									
Judiciary	24																			3						
Labor	12																									
Library	12	1	1	1	1	1	1	1	1	3				1	1		1		1	3		1	1			
Manufactures	36	3	2	1			1	1		3																
Merchant Marine and Fisheries	12	1	1	1		1	1	1																		
Military Affairs	48	1	1	1	1			1		2				1			1			8			1			
Militia	24	2	1	1	1	1	1	1		2		1		1	1								1			
Naval Affairs	48	1	1			1			1														1			
Patents	24	3	1	1	1		1	1	1	2			1	1			1		1				2			
Pensions	36	3	1	1	1	1	1	1		2				1			1			2						
Post-Office and Post-Roads	24	2	1			1			1	1		1														
Private Land Claims	12	1								1																
Public Buildings and Grounds	72	2	2		1	1	1	1		4									1	6						
Public Lands		1								1																

Railways and Canals	12	1	1	1	1		1	1		2				1			1						1			
Reform in Civil Service	24	5	3	1	1		1	1	2				1	1			2		1							
Rivers and Harbors	36	3	1	1		1	1	1	1					1												
Revision of Laws	13	1	1	1	1	1	1	1	1	2			1	1											6	
Territories	24	4	2	1	2	1		1		2				1												
War Claims	12	4	1	1						6													1			
Ways and Means	96	3			1													1					1			
Clerk's office	888	60	40	9	6	1	11	12	7	11	1							8	5	38		2	9		27	
Doorkeeper	252	215	49	10	23	2)	17	24	9	119			3	2	1	6	2		30	252	756	5	43	288		9
Engineer's department		5	1	1	1	7	8	3		5	5	4				3			6				18			
Speaker's room	60	2	1														1		20			1				
Sergeant-at-Arms		2	5			1	1			8									2							
Post-office	182	9	3	1	2					4									2	1			3			
Reporter of Debates	66	7	4		1	1	1		1	3			1													

D.

Statement of articles issued from store-room in charge of Clerk for fiscal year ending June 30, 1889.

To whom issued.	Lamp shades.	Lamp chimneys.	Castile soap.	Cakes common soap.	Camphor.	Slop jars.	Coal-scuttles.	Bowls and pitchers.	Shovel and tongs.	Paste brushes.	Candles.	Blacking dip.	Gas drop-light.	Gallons coal-oil.	Sand soap.	Sweeps.	Scrub brushes.	Boxes tripoline.	Boxes metal polish.	Fleshbrushes.	Tub brushes.	Gallons ammonia.	Pair bath-slippers.	Spade.	Mouse traps.
Committee on —																									
Accounts												1													
Agriculture																									
Appropriations												4													
Banking and Currency																									
Commerce												1													
District of Columbia																									
Elections												1													
Election of President and Vice-President												1													
Eleventh Census		2					1																		
Enrolled Bills													1												
Expenditures in Interior Department												1													
Expenditures in Department of Justice																									
Expenditures in Post-Office Department												1													
Expenditures in Treasury Department														7											
Expenditures in War Department												1													
Foreign Affairs												1													
Indian Affairs												1													
Indian Depredation Claims																									
Invalid Pensions												2													
Judiciary																									
Labor																									
Library												1													
Manufactures																									
Merchant Marine and Fisheries												1													
Military Affairs												1													

						1		1				1					
												1					
		1										1					
												1					
			(*)	18		1			1	1		9					
			(†)	4	(‡)		3			16		10		5	19		(§)
			1	7							8	1			4	4	7
												1					
	1	2										1				1	

* 5 boxes, 9 cakes. † 81 cakes. ‡ 1 pound. § 6 dozen.

E.

ERAL SUMMARY OF ACCOUNTS, SHOWING THE AMOUNTS APPROPRIATED, T AMOUNTS EXPENDED, AND THE UNEXPENDED BALANCES, JUNE 30, 1889.

Salaries officers and employés, 1889.

	unt appropriated	$437,580
	unt expended	402,906
	Unexpended balance	34,673

Salaries officers and employés, 1888-'89.

ar. 15, 1889.	Amount appropriated	2,521
	Amount expended	2,521

Salaries officers and employés, 1888.

uly 1, 1888.	Amount unexpended	27,533
June 30, 1889.	Amount expended	1,679
	Unexpended balance	25,854

Salaries officers and employés, 1887-'8.

Oct. 19, 1888.	Amount appropriated	600.
Oct. 24, 1888.	Amount expended	600.

Salaries officers and employés, 1887.

July 1, 1888.	Amount unexpended	20,218.
June 30, 1889.	Amount expended	160.
	Unexpended balance	20,058.

Salaries officers and employés, 1886.

Oct. 19, 1888.	Amount appropriated	40.
Oct. 24, 1888.	Amount expended	40.

Salaries Capitol Police, 1889.

July 1, 1888.	Amount appropriated	18,30
	Amount expended	18,2
	Unexpended balance	

One month's extra pay, Oct. 20, 1888.

Mar. 2, 1889.	Amount appropriated	40,
	Amount expended	40,

Miscellaneous items, 1889.

July 1, 1888.	Amount appropriated	$20,000.00
Oct. 19, 1888.	Amount appropriated	1,200.00
Mar. 2, 1889.	Amount appropriated	22,400.00
June 30, 1889.	Amount expended	
	Unexpended balance	

Miscellaneous items, 1888.

July 1, 1888.	Unexpended balance	$91.81
Oct. 19, 1888.	Amount appropriated	1,642.02
June 30, 1889.	Amount expended	
	Unexpended balance	

Furniture and repairs, 1889.

July 1, 1888.	Amount appropriated	
	Amount expended	
	Unexpended balance	

Furniture and repairs, 1888.

July 1, 1888.	Amount unexpended	
June 30, 1889.	Amount expended	
	Unexpended balance	

Stationery, 1889.

July 1, 1888.	Amount appropriated	$47,625.00	
Mar. 2, 1889.	Amount appropriated	250.00	
			$47,875.00
	Amount expended		47,619.98
	Unexpended balance		255.02

Materials for folding, 1889.

July 1, 1888.	Amount appropriated	$16,000.00	
Mar. 2, 1889.	Amount appropriated	700.00	
			16,700.00
	Amount expended		16,269.27
	Unexpended balance		430.73

Fuel and oil, 1889.

July 1, 1888.	Amount appropriated	7,000.00
	Amount expended	7,000.00

Postage, 1889.

July 1, 1888.	Amount appropriated	525.00
	Amount expended	525.00

Postage, 1888.

Oct. 19, 1888.	Amount appropriated	80.00
Oct. 24, 1888.	Amount expended	80.00

Packing boxes, 1889.

July 1, 1888.	Amount appropriated	2,967.00
	Amount expended	2,967.00

Payment to Alexander Vangender.

Oct. 19, 1888.	Amount appropriated	500.00
Oct. 24, 1888.	Amount expended	500.00

Payment to Henry Neal.

Oct. 19, 1888.	Amount appropriated	288.26
Oct. 24, 1888.	Amount expended	288.26

Payment to Charles Carter.

Mar. 2, 1889.	Amount appropriated	60.00
Mar. 15, 1888.	Amount expended	60.00

Compiling testimony in contested-election cases.

Mar. 2, 1889.	Amount appropriated	2,000.00
	Amount expended	2,000.00

Digest of contested-election cases, Forty-eighth, Forty-ninth, and Fiftieth Congresses.

Mar. 2, 1889.	Amount appropriated	1,500.00
	Amount expended	1,500.00

Joint Select Committee on Increase of Water Supply, Washington, D. C.

Oct. 19, 1888.	Amount appropriated	$5,000.00	
1889.	Amount appropriated	20,000.00	
			25,000.00
	Amount expended		19,810.96
	Unexpended balance		5,189.04

Sale of waste-paper.

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51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 14.

EXPENDITURES OF CLERK'S OFFICE, HOUSE OF REPRESENTATIVES.

LETTER

FROM

THE CLERK OF THE HOUSE OF REPRESENTATIVES,

Showing expenditures from July 1, 1889, to December 2, 1889.

DECEMBER 9, 1889.—Referred to the Committee on Accounts and ordered to be printed.

CLERK'S OFFICE,
HOUSE OF REPRESENTATIVES, UNITED STATES,
Washington, D. C., December 2, 1889.

SIR: In obedience to the requirements of sections 60, 61, 62, 63, and 70 of the Revised Statutes of the United States, and in compliance with the terms of a resolution of the House of Representatives of July 24, 1868, I have the honor to submit the following report of clerks and other persons employed, and of payments and issues made in this office from the 1st day of July, 1889, to the 2d day of December, 1889, inclusive, which will be found classified in papers marked A, B, C, D, and E, and to state that the persons named as in the service of the office have been usefully employed.

JNO. B. CLARK,
Clerk of the House of Representatives.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

A.

Salaries of officers and employés, House of Representatives, 1890.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6325		Jno. B. Clark *et al.*, July, 1889:		
	Jno. B. Clark	Clerk, House of Representatives	$421.20	
	T. O. Towles	Chief Clerk	303.30	
	Jno. C. Robinson	Journal clerk	303.30	
	Neill S. Brown	Reading clerk	303.30	
	Thomas S. Pettit	do	303.30	
	Samuel D. Craig	Tally clerk	252.70	
	John H. Rogers	Printing and bill clerk	210.60	
	S. B. Cunningham	Disbursing clerk	210.60	
	Ferris Finch	File clerk	189.50	
	Theo. F. King	Enrolling clerk	189.50	
	Henry Gumble	Assistant disbursing clerk	168.50	
	John K. Metzger	Assistant enrolling clerk	168.50	
	Robert H. Cowan	Resolution and petition clerk	168.50	
	R. C. Montgomery	Newspaper clerk	168.50	
	Jno. W. Otley	Index cle. k	168.50	
	J. H. Scales	Superintendent document-room	168.50	
	William Butler	Librarian	168.50	
	Henry Vollmer	Distributing clerk	151.60	
	John F. Ancona	Stationery clerk	151.60	
	Asher Barnett	Assistant librarian	151.60	
	Wm. H. Smith	do	151.60	
	J. B. McDonnell	Doorkeeper	134.80	
	Geo. S. Donnell	Clerk	134.80	
	W. H. Wiggins	do	134.80	
	John W. Hall	do	134.80	
	L. T. English	do	134.80	
	John F. Treutlen	Clerk to index private claims	134.80	
	Sanders Garland	do	134.80	
	W. B. Forrest	do	134.80	
	Joel W. Hiatt	Document clerk	121.30	
	B. C. Kuehling	Locksmith	121.80	
	James C. Daly	Messenger library	110.70	
	Aaron Russell	do	110.70	
	Wm. T. Page	Assistant file clerk	75.80	
	John J. Coughlin	Laborer, Clerk's document-room	75.80	
	Ryder Henry	do	75.80	
	J. L. Davis	Page	60.60	
	Frank T. Quigley	Laborer	60.60	
	Maurice Ruddlesden	do	60.60	
	Robert Richardson	do	60.60	
	William Richardson	do	60.60	
	Geo. W. Hutton	do	60.60	
	Geo. W. Hutton	Hire horse and wagon	50.50	
	Jesse D. Robinson	Messenger, chief clerk's room	25.30	
	Sam'l J. R. Long	Page, enrolling-room	60.00	
	Wm. W. Kelser	Telegraph operator	75.80	
				$6,818.20
6326		Jno. P. Leedom *et al.*, July, 1889:		
	John P. Leedom	Sergeant-at-Arms	379.10	
	Isaac R. Hill	Assistant Sergeant-at-Arms	168.50	
	C. E. Silcott	Cashier	252.70	
	H. L. Ballentine	Paying teller	168.50	
	J. D. Selzer	Book-keeper	151.60	
	David A. Roberts	Messenger	101.10	
	A. M. Sayre	Page	60.60	
	Charles H. Christian	Laborer	55.55	
		Clerks and messengers, annual committees:		
	Henry Talbott	Clerk, Ways and Means	252.70	
	Charles H. Mills	Assistant clerk, Ways and Means	134.80	
	D. W. Carroll	Messenger, Ways and Means	84.20	
	James C. Courts	Clerk, Appropriations	252.70	
	John D. Cremer	Assistant clerk, Appropriations	134.80	
	S. Olie Meek	Messenger, Appropriations	84.20	
	Robert M. Wallace	Clerk, Agriculture	168.50	
	Geo. W. Rae	Clerk, Claims	168.50	
	Louis Chable	Clerk, Commerce	168.50	
	Edward McIver	Clerk, District of Columbia	168.50	
	W. E. Varnon	Clerk, Foreign Affairs	168.50	
	David W. Peel	Clerk, Indian Affairs	168.50	
	Rees F. Matson	Clerk, Invalid Pensions	168.50	
	H. C. Hynson	Clerk, Judiciary	168.50	
	Geo. B. Parsons	Clerk, Military Affairs	168.50	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6326	.....	Jno. P. Leedom, *et al.*—Continued.		
	Joseph Baumer	Clerk, Naval Affairs	$168.50	
	James E. Mendenhall	Clerk, Public Lands	168.50	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	168.50	
	John Dougherty	Clerk, Public Buildings and Grounds	168.50	
	James P. Hickman	Clerk, Rivers and Harbors	168.50	
	J. N. Williams	Clerk, War Claims	168.50	
	M. R. Owens	Assistant clerk, War Claims	101.10	
	Wm. H. Mobley	Clerk, Elections	168.50	
	J. B. Holloway	Clerk, prepare digest, etc	168.50	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries	168.50	
				$5,415.15
6327	.....	Lycurgus Dalton *et al.*, July, 1889:		
	Lycurgus Dalton	Postmaster	210.60	
	James R. Fisher	Assistant postmaster	168.50	
	John H. Pratt	Messenger	101.10	
	William A. Horbach	....do	101.10	
	James L. Brown	....do	101.10	
	Reuben Bourne	....do	101.10	
	Ralph Carlton	....do	101.10	
	W. C. Crawley	....do	101.10	
	William W. Pace	....do	101.10	
	Wm. M. Prescott	....do	101.10	
	John R. Grace	....do	101.10	
	Henry Yater	Messenger, heavy mail wagon	101.10	
	Daniel B. Webster	Laborer	60.60	
	Henry Culbertson	Hire, horses and wagons	421.20	
	George C. Lafferty	Committee stenographer	337.00	
	W. J. Kehoe	....do	337.00	
	L. L. Carlisle	Private secretary to Speaker	177.10	
	N. T. Crutchfield	Clerk to Speaker's table	177.10	
	O. O. Stealey	Clerk to the Speaker	134.80	
	Henry Neal	Messenger to the Speaker	84.20	
	Albert Ordway	Making index to Journal of Congress	210.60	
	Mary R. Potts	Assistant making index to Journal of Congress.	101.10	
	Desha Breckinridge	....do	101.10	
	E. D. Appleton	....do	84.20	
	Sam'l J. King	....do	84.20	
	W. D. Cannon	....do	84.20	
	W. F. Reber	....do	84.20	
	Alfred P. Robbins	....do	67.40	
	S. B. Gray	....do	67.40	
				4,003.50
6328	.....	A. B. Hurt *et al.*, July, 1889:		
	A. B. Hurt	Doorkeeper	294.80	
	W. H. Nichols	Assistant doorkeeper	168.50	
	H. C. Wall	Clerk, Doorkeeper	101.10	
	Thos. C. Ingram	Janitor	101.10	
	Jno. A. Hannay	Superintendent document-room	168.50	
	H. G. Williams	Assistant superintendent document-room	168.50	
	G. W. Feelemyer	File clerk document-room	117.90	
	Felix McCloskey	Assistant file clerk document-room	110.70	
	Chas. W. Coombs	Department messenger	168.50	
	Chas. W. Coombs	Department messenger, horse and buggy	21.10	
	Chas. H. Mann	Messenger, reporters' gallery	101.10	
	F. S. Bishop	Messenger	101.10	
	J. H. Chinn	....do	101.10	
	A. J. Fallon	....do	101.10	
	Geo. A. Bacon	....do	101.10	
	John McGuire	....do	101.10	
	Edward S. O'Connor	....do	101.10	
	H. B. Lingenfelter	....do	101.16	
	Michael Sullivan	....do	101.10	
	W. B. Albright	....do	84.20	
	Joseph L. Boyd	....do	84.20	
	R. G. Blake	....do	84.20	
	J. H. Cover	....do	84.20	
	J. S. Dunham	....do	84.20	
	G. C. Lightfoot	....do	84.20	
	W. F. Early	....do	84.20	
	Sumter Phillips	....do	84.20	
	M. M. Robinson	....do	84.20	
	John T. Chancey	Special employé	126.40	
	R. J. Malone	Laborer	60.60	
	R. D. Beckley	....do	60.60	
	Charles Carter	....do	60.60	
	S. E. Dinnin	....do	60.60	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6328	.....	A. B. Hurt *et al.*—Continued.		
	James Hall	Laborer	$60.60	
	Geo. W. Fisher	....do	60.60	
	S. C. Matlock	....do	60.60	
	F. M. Godfrey	....do	60.60	
	John Cooney	....do	50.50	
	M. E. Triplett	Attendant ladies' retiring-room	50.50	
	John W. Williams	Cloak-room laborer	50.50	
	A. B. Thomas	....do	50.50	
	E. L. Phillips	Chief page	75.80	
	A. H. Pickens	....do	75.80	
	Thos. A. Coakley	Messenger	100.00	
				$4,153.30
6329	.....	Jno. G. Healy *et al.*, July, 1889:		
	John G. Healy	Superintendent folding-room	168.50	
	Geo. P. Money	Chief clerk folding-room	151.60	
	J. M. McKay	Foreman folding-room	126.40	
	F. W. McGurk	Clerk folding-room	101.10	
	Richard L. Newnham	....do	101.10	
	James Byrne	Messenger folding-room	101.10	
	F. C. Robertson	Folder, seal-room	101.10	
	E. A. Schwarz	Folder	75.80	
	W. C. Rowland	....do	75.80	
	Jno. B. Seney	....do	75.80	
	Geo. F. Howard	....do	75.80	
	James A. Newsom	....do	75.80	
	Jno. W. Davidson	....do	75.80	
	J. C. Silcott	....do	75.80	
	A. E. Fitzgerald	....do	75.80	
	J. S. Cuttino	....do	75.80	
	D. M. Matheson	....do	75.80	
	E. D. Eaton	....do	70.80	
	A. L. Fant	....do	70.80	
	A. E. Foster	....do	70.80	
	J. V. Cunningham	....do	70.80	
	J. L. Case	....do	70.80	
	Jno. A. Barnes	....do	60.60	
	John Heffron	....do	60.60	
	Robert Dougherty	....do	60.60	
	John F. Gleason	....do	60.60	
	M. Avant	....do	60.60	
	H. B. Keller	....do	60.60	
	S. E. Browne	....do	60.60	
	H. T. Kincaid	....do	60.60	
	Wm. W. Bolls	....do	60.60	
	Thomas Powell	....do	60.60	
	J. P. Britt	....do	60.60	
	L. A. Ducros	....do	60.66	
	James Cooney	....do	60.60	
	W. B. Wilson	....do	60.60	
	W. H. Millett	....do	60.60	
	Willie Howell	Page	42.10	
	Thomas P. Bell	Laborer	33.70	
	Robert Hazlett	Driver	50.50	
	A. H. Pruitt	Watchman	75.80	
				3,074.00
6330	.....	Samuel H. Decker *et al.*, July, 1889:		
	Sam'l H. Decker	Soldiers' roll	101.10	
	Wm. T. Fitch	....do	101.10	
	Wm. Irving	....do	101.10	
	Hugh Lewis	....do	101.10	
	Jas. I. McConnell	....do	101.10	
	Fernando Page	....do	101.10	
	John Ryan	....do	101.10	
	John Rome	....do	101.10	
	John A. Stewart	....do	101.10	
	John A. Travis	....do	101.10	
	Joseph F. Wilson	....do	101.10	
	Josiah W. White	....do	101.10	
	Edson S. Williams	....do	101.10	
	Jonathan R. Whitacre	....do	101.10	
				1,415.00
6331	.....	Wm. Lannan *et al.*, July, 1889:		
	Wm. Lannon	Chief engineer	143.20	
	Henry W. Taylor	Assistant engineer	101.10	
	Bryan H. Morse	....do	101.10	
	Geo. Winters	Conductor of elevator	92.70	
	Leonard B. Cook	....do	92.70	
	R. W. Goudelock	....do	92.70	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6331	.....	Wm. Lannan, *et al.*—Continued.		
	John Graham	Laborer	$92.70	
	Thomas W. McKeig	Fireman	75.80	
	Eppa Norris	....do	75.80	
	Charles T. Jett	....do	75.80	
	Edward B. Burke	....do	75.80	
	James W. Shely	....do	75.80	
	A. B. Talcott	Electrician	101.10	
	Jos. A. Woodworth	Laborer	67.40	
	Geo. Liverpool	....do	69.08	
	E. H. Hughes	Cleaning and watching Statuary Hall	55.55	
				$1,388.33
6336	.....	Jno. B. Clark *et al.*, Aug., 1889:		
	John B. Clark	Clerk House of Representatives	421.20	
	T. O. Towles	Chief clerk	303.30	
	Jno. C. Robinson	Journal clerk	303.30	
	Neill S. Brown	Reading clerk	303.30	
	Thomas S. Pettit	....do	303.30	
	Sam'l D. Craig	Tally clerk	252.70	
	John H. Rogers	Printing and bill clerk	210.60	
	S. B. Cunningham	Disbursing clerk	210.60	
	Ferris Finch	File clerk	189.50	
	Theo. F. King	Enrolling clerk	189.50	
	Henry Gumble	Assistant disbursing clerk	168.50	
	John K. Metzger	Assistant enrolling clerk	168.50	
	Robert H. Cowan	Resolution and petition clerk	168.50	
	R. C. Montgomery	Newspaper clerk	168.50	
	Jno. W. Otley	Index clerk	168.50	
	J. H. Scales	Superintendent document-room	168.50	
	William Butler	Librarian	168.50	
	Henry Vollmer	Distributing clerk	151.60	
	John F. Ancona	Stationery clerk	151.60	
	Asher Barnett	Assistant librarian	151.60	
	Wm. H. Smith	....do	151.60	
	J. B. McDonnell	Book-keeper	134.80	
	Geo. S. Donnell	Clerk	134.80	
	W. H. Wiggins	....do	134.80	
	John W. Hall	....do	134.80	
	L. T. English	....do	134.80	
	John F. Treutlen	Clerk to index private claims	134.80	
	Sanders Garland	....do	134.80	
	W. B. Forrest	....do	134.80	
	Joel W. Hiatt	Document clerk	121.30	
	B. C. Kuehling	Locksmith	121.30	
	James C. Daly	Messenger, library	116.70	
	Aaron Russell	....do	110.70	
	Wm. T. Page	Assistant file clerk	75.80	
	John J. Coughlin	Laborer, Clerk's document-room	75.80	
	Ryder Henry	....do	75.80	
	J. L. Davis	Page	60.60	
	Frank T. Quigley	Laborer	60.60	
	Maurice Ruddlesden	....do	60.60	
	Robert Richardson	....do	60.60	
	William Richardson	....do	60.60	
	Geo. W. Hutton	....do	60.60	
	Geo. W. Hutton	Hire horse and wagon	50.50	
	Jesse D. Robinson	Messenger chief clerk's room	25.30	
	Sam'l J. R. Long	Page, enrolling-room	60.00	
	Wm. W. Kelser	Telegraph operator	75.80	
				6,818.20
6337	.....	Jno. P. Leedom *et al.*, Aug., 1889:		
	John P. Leedom	Sergeant-at-Arms	379.10	
	Isaac R. Hill	Assistant sergeant-at-arms	168.50	
	C. E. Silcott	Cashier	252.70	
	H. L. Ballentine	Paying teller	168.50	
	J. D. Selzer	Book-keeper	151.60	
	David A. Roberts	Messenger	101.10	
	A. M. Sayre	Page	60.60	
	Charles H. Christian	Laborer	55.55	
		Clerks and messengers, annual committees:		
	Henry Talbott	Clerk, Ways and Means	252.70	
	Charles H. Mills	Assistant clerk, Ways and Means	134.80	
	D. W. Carroll	Messenger, Ways and Means	84.20	
	James C. Courts	Clerk, Appropriations	252.70	
	John D. Cremer	Assistant clerk, Appropriations	134.80	
	L. Olie Meek	Messenger, Appropriations	84.20	
	Robert M. Wallace	Clerk, Agriculture	168.50	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	To
6337	.....	Jno. P. Leedom, *et al.*—Continued.		
	George W. Rae	Clerk, Claims	$168.50	
	Louis Chable	Clerk, Commerce	168.50	
	Edward McIver	Clerk, District of Columbia	168.50	
	W. E. Varnon	Clerk, Foreign Affairs	168.50	
	David W. Peel	Clerk, Indian Affairs	168.50	
	Rees F. Matson	Clerk, Invalid Pensions	168.50	
	H. C. Hynson	Clerk, Judiciary	168.50	
	Geo. B. Parsons	Clerk, Military Affairs	168.50	
	Joseph Baumer	Clerk, Naval Affairs	168.50	
	James E. Mendenhall	Clerk, Public Lands	168.50	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	168.50	
	John Dougherty	Clerk, Public Buildings and Grounds	168.50	
	James P. Hickman	Clerk, Rivers and Harbors	168.50	
	J. N. Williams	Clerk, War Claims	168.50	
	M. R. Owens	Assistant clerk, War Claims	101.10	
	Wm. H. Mobley	Clerk, Elections	168.50	
	J. B. Holloway	Clerk, prepare digest, etc	168.50	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries	168.50	
				$5,
6338	.....	Lycurgus Dalton *et al.*, Aug., 1889:		
	Lycurgus Dalton	Postmaster	210.60	
	James R. Fisher	Assistant postmaster	168.50	
	John H. Pratt	Messenger	101.10	
	William A. Horbach	do	101.10	
	James L. Brown	do	101.10	
	Reuben Bourne	do	101.10	
	Ralph Carlton	do	101.10	
	W. C. Crawley	do	101.10	
	Wm. W. Pace	do	101.10	
	Wm. M. Prescott	do	101.10	
	John R. Grace	do	101.10	
	Henry Yater	Messenger heavy mail wagon	101.10	
	Daniel B. Webster	Laborer	60.60	
	Henry Culbertson	Hire horses and wagons	421.20	
	George C. Lafferty	Committee stenographer	327.00	
	W. J. Kehoe	do	327.00	
	L. L. Carlisle	Private secretary to Speaker	177.10	
	N. T. Crutchfield	Clerk to Speaker's table	117.10	
	O. O. Stealey	Clerk to the Speaker	134.80	
	Henry Neal	Messenger to the Speaker	84.20	
	Albert Ordway	Making index of Journal of Congress	210.60	
	Mary R. Potts	Ass't making index of Journal of Congress	101.10	
	Desha Breckinridge	do	101.10	
	E. D. Appleton	do	84.20	
	Samuel J. King	do	84.20	
	W. D. Cannon	do	84.20	
	W. F. Reber	do	84.20	
	Alfred P. Robbins	do	67.40	
	S. B. Gray	do	67.40	
				4,(
6339	.....	A. B. Hurt *et al.*, Aug., 1889:		
	A. B. Hurt	Doorkeeper	294.80	
	W. H. Nichols	Assistant doorkeeper	168.50	
	H. C. Wall	Clerk, Doorkeeper	101.10	
	Thos. G. Ingram	Janitor	101.10	
	John A. Hannay	Superintendent document-room	168.50	
	H. G. Williams	Assistant superintendent document-room	168.50	
	G. W. Feelemyer	File clerk documen-troom	117.90	
	Felix McCloskey	Assistant file clerk document-room	110.70	
	Chas. W. Coombs	Department messenger	168.50	
	Chas. W. Coombs	Horse and buggy	21.10	
	F. S. Bishop	Messenger	101.10	
	J. H. Chinn	do	101.10	
	A. J. Fallon	do	101.10	
	Geo. A. Bacon	do	101.10	
	John McGuire	do	101.10	
	Edward S. O'Connor	do	101.10	
	H. B. Lingenfelter	do	101.10	
	Michael Sullivan	do	101.10	
	W. B. Albright	do	84.20	
	Joseph L. Boyd	do	84.20	
	R. G. Blake	do	84.20	
	J. H. Cover	do	84.20	
	G. S. Dunham	do	84.20	
	G. C. Lightfoot	do	84.20	
	Chas. H. Mann	Messenger reporters' gallery	101.10	
	W. F. Early	Messenger	84.20	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6339		A. B. Hurt *et al.*—Continued.		
	Sumter Phillips	Messenger	$84.20	
	M. M. Robinson	do	84.20	
	John T. Chancey	Special employé	126.40	
	R. J. Malone	Laborer	60.60	
	R. D. Beckley	do	60.60	
	Charles Carter	do	60.60	
	S. E. Dinnin	do	60.60	
	James Hall	do	60.60	
	Geo. W. Fisher	do	60.60	
	S. C. Matlock	do	60.60	
	F. M. Godfrey	do	60.60	
	John Cooney	do	50.50	
	M. E. Triplett	Attending ladies' reception-room	50.50	
	John W. Williams	Cloak-room laborer	50.50	
	A. B. Thomas	do	50.50	
	E. L. Phillips	Chief page	75.80	
	A. H. Pickens	do	75.80	
	Thos. A. Coakley	Messenger	100.00	
				$4,153.20
6340		John G. Healy *et al.*, Aug., 1889?		
	Jno. G. Healy	Superintendent folding room	168.50	
	Geo. P. Money	Chief clerk folding-room	151.60	
	J. M. McKay	Foreman folding-room	126.40	
	F. W. McGurk	Clerk, folding-room	101.10	
	Richard L. Newnham	do	101.10	
	James Byrne	Messenger, folding-room	101.10	
	F. C. Robertson	Folder, seal-room	101.10	
	E. A. Schwarz	Folder	75.80	
	W. C. Rowland	do	75.80	
	Jno. B. Seney	do	75.80	
	Geo. F. Howard	do	75.80	
	James A. Newsom	do	75.80	
	John W. Davison	do	75.80	
	J. C. Silcott	do	75.80	
	A. E. Fitzgerald	do	75.80	
	J. S. Cuttino	do	75.80	
	D. M Matheson	do	75.80	
	E. D. Eaton	do	70.80	
	A. L. Fant	do	70.80	
	A. E. Foster	do	70.80	
	J. V. Cunningham	do	70.80	
	J. L. Case	do	70.80	
	Jno. A. Barnes	do	60.60	
	Jno. Heffron	do	60.60	
	Robert Dougherty	do	60.60	
	John F. Gleason	do	60.60	
	M. Avant	do	60.60	
	H. B. Keffer	do	60.60	
	S. E. Browne	do	60.60	
	H. T. Kincaid	do	60.60	
	Wm. W. Bolls	do	60.60	
	Thos. Powell	do	60.60	
	J. P. Britt	Folder, Aug. 1 to 3	5.87	
	Edward Coughlin	Folder, Aug. 4 to 9	11.74	
	Walter Rutsen	Folder, Aug. 10 to 31	42.99	
	L. A. Ducros	Folder	60.60	
	James Cooney	do	60.60	
	W. B. Wilson	do	60.60	
	W. H. Millett	do	60.60	
	Willie Howell	Page	42.10	
	Thomas P. Bell	Laborer	33.70	
	Robert Hazlett	Driver	50.50	
	A. H. Pruitt	Watchman	75.80	
				3,074.00
6341		Samuel H. Decker *et al.*, Aug., 1889:		
	Sam'l H. Decker	Soldiers' roll	101.10	
	Wm. T. Fitch	do	101.10	
	Wm. Irving	do	101.10	
	Hugh Lewis	do	101.10	
	Jas. J. McConnell	do	101.10	
	Fernando Page	do	101.10	
	John Ryan	do	101.10	
	John Rome	do	101.10	
	John A. Stewart	do	101.10	
	John A. Travis	do	101.10	
	Joseph F. Wilson	do	101.10	
	Josiah W. White	do	101.10	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total
6341		Samuel H. Decker *et al.*—Continued.		
	Edson S. Williams	Soldiers' roll	$101. 10	
	Jonathan R. Whitacre	do	101. 10	
				$1,4
6342		William Lannan *et al.*, Aug., 1889:		
	William Lannan	Chief engineer	143. 20	
	Henry W. Taylor	Assistant engineer	101. 20	
	Bryan H. Morse	do	101. 10	
	Geo. Winters	Conductor of elevator	92. 70	
	Leonard B. Cook	do	92. 70	
	R. W. Goudelock	do	92. 70	
	John Graham	do	92. 70	
	Thomas McKelg	Fireman	75. 80	
	Eppa Norris	do	75. 80	
	Chas. T. Jett	do	75. 90	
	Edward B. Burke	do	75. 80	
	James W. Shely	do	75. 80	
	A. B. Talcott	Electrician	101. 10	
	Joseph A. Woodworth	Laborer	67. 40	
	Geo. Liverpool	do	69. 08	
	E. H. Hughes	Cleaning and watching Statuary Hall	55. 55	
				1,3
6369		Jno. B. Clark *et al.*, Sept., 1889:		
	Jno. B. Clark	Clerk House of Representatives	407. 60	
	T. O. Towles	Chief Clerk	293. 40	
	Jno. C. Robinson	Journal clerk	293. 40	
	Neill S. Brown	Reading clerk	293. 40	
	Thomas S. Pettit	do	293. 40	
	Samuel D. Craig	Tally clerk	244. 60	
	John H. Rogers	Printing and bill clerk	203. 80	
	S. B. Cunningham	Disbursing clerk	203. 80	
	Ferris Finch	File clerk	183. 50	
	Theo. F. King	Enrolling clerk	183. 50	
	Henry Gumble	Assistant disbursing clerk	163. 00	
	John H. Metzger	Assistant enrolling clerk	163. 00	
	Robert H. Cowan	Resolution and petition clerk	163. 00	
	R. C. Montgomery	Newspaper clerk	163. 00	
	John W. Otley	Index clerk	163. 00	
	J. H. Seales	Superintendent document-room	163. 00	
	William Butler	Librarian	163. 00	
	Henry Vollumer	Distributing clerk	146. 80	
	Jno. F. Ancona	Stationery clerk	146. 80	
	Asher Barnett	Assistant librarian	146. 80	
	Wm. H. Smith	do	146. 80	
	J. B. McDonnell	Book-keeper	130. 40	
	Geo. S. Donnell	Clerk	130. 40	
	W. H. Wiggins	do	130. 40	
	Jno. W. Hall	do	130. 40	
	L. T. English	do	130. 40	
	Jno. F. Treutlen	Clerk to index private claims	130. 40	
	Sanders Garland	do	130. 00	
	W. B. Forest	do	130. 40	
	Joel W. Hiatt	Document clerk	117. 40	
	B. C. Kuehling	Locksmith	117. 40	
	James C. Daly	Assistant to library	107. 10	
	Aaron Russell	do	107. 10	
	Wm. T. Page	Assistant file clerk	73. 40	
	John J. Coughlin	Laborer, Clerk's document-room	73. 40	
	Ryder Henry	do	73. 40	
	J. L. Davis	Page	58. 80	
	Frank T. Quigley	Laborer	58. 80	
	Maurice Ruddlesden	do	58. 80	
	Robert Richardson	do	58. 80	
	William Richardson	do	58. 88	
	Geo. W. Hutton	do	58. 88	
	Geo. W. Hutton	Hire horse and wagon	49. 00	
	Jesse D. Robinson	Messenger Chief Clerk's room	24. 40	
	Samuel J. R. Long	Page, enrolling-room	60. 00	
	Wm. W. Kelser	Telegraph operator	73. 40	
				6,6
6370		John P. Leedom *et al.*, Sept., 1889:		
	John P. Leedom	Sergeant-at-Arms	366. 80	
	Isaac R. Hill	Assistant sergeant-at-arms	163. 00	
	C. E. Silcott	Cashier	244. 60	
	H. L. Ballentine	Paying teller	163. 00	
	J. D. Selzer	Book-keeper	146. 80	
	David A. Roberts	Messenger	97. 80	
	A. M. Sayre	Page	58. 80	
	Charles H. Christian	Laborer	53. 90	

Salaries of officers and employes—House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6370	.....	John P. Leedham, *et al.*—Continued.		
		Clerks and messengers, annual committees:		
	Henry Talbott	Clerk, Ways and Means	$244.60	
	Charles H. Mills	Assistant clerk, Ways and Means	130.40	
	D. W. Carroll	Messenger, Ways and Means	81.60	
	James C. Courts	Clerk, Appropriations	244.60	
	John D. Cremer	Assistant clerk, Appropriations	130.40	
	L. Olie Meek	Messenger, Appropriations	81.60	
	Robert M. Wallace	Clerk, Agriculture	163.00	
	Geo. W. Rae	Clerk, Claims	163.00	
	Louis Chable	Clerk, Commerce	163.00	
	Edward McIver	Clerk, District of Columbia	163.00	
	W. E. Varnon	Clerk, Foreign Affairs	163.00	
	David W. Peel	Clerk, Indian Affairs	163.00	
	Rees F. Matson	Clerk, Invalid Pensions	163.00	
	H. C. Hynson	Clerk, Judiciary	163.00	
	G. B. Parsons	Clerk, Military Affairs	163.00	
	Joseph Baumer	Clerk, Naval Affairs	168.00	
	James E. Mendenhall	Clerk, Public Lands	163.00	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	163.00	
	John Dougherty	Clerk, Public Buildings and Grounds	163.00	
	James P. Hickman	Clerk, Rivers and Harbors	163.00	
	J. N. Williams	Clerk, War Claims	163.00	
	M. R. Owens	Assistant clerk, War Claims	97.80	
	Wm. H. Mobley	Clerk, Elections	163.00	
	J. B. Holloway	Clerk, prepare Digest, etc	163.00	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries	163.00	
				$5,239.70
6371	.....	Lycurgus Dalton *et al.*, Sept., 1889:		
	Lycurgus Dalton	Postmaster	203.80	
	James R. Fisher	Assistant postmaster	163.00	
	John H. Pratt	Messenger	97.30	
	William A. Horbach	....do	97.80	
	James L. Brown	....do	97.80	
	Reuben Bourne	....do	97.80	
	Ralph Carlton	....do	97.80	
	William W. Pace	....do	97.80	
	Wm. M. Prescott	....do	97.80	
	John Grace	....do	97.80	
	Henry Yater	Messenger heavy mail wagon	97.80	
	Daniel B. Webster	Laborer	58.80	
	Henry Culbertson	Hire horses and wagons	407.60	
	George C. Lafferty	Committee stenographer	326.00	
	W. J. Kehoe	....do	326.00	
	L. L. Carlisle	Private secretary to Speaker	171.40	
	N. T. Crutchfield	Clerk to Speaker's table	171.40	
	O. O. Stealey	Clerk to Speaker	130.40	
	Henry Neal	Messenger to Speaker	81.60	
	Albert Ordway	Making index to Journal to Congress	203.80	
	Mary R. Potts	Assistant making index to Journal of Congress.	97.80	
	Desha Breckinridge	....do	97.80	
	E. D. Appleton	....do	81.60	
	Samuel J. King	....do	81.60	
	W. D. Cannon	....do	81.60	
	W. F. Reber	....do	81.60	
	Alfred P. Robbins	....do	65.20	
	S. B. Gray	....do	65.20	
				3,874.20
6372	.....	A. B. Hurt *et al.*, Sept., 1889:		
	A. B. Hurt	Doorkeeper	285.40	
	W. H. Nichols	Assistant doorkeeper	163.00	
	H. C. Wall	Clerk, doorkeeper	97.80	
	Thos. G. Ingram	Janitor	97.80	
	John A. Hannay	Superintendent document-room	163.00	
	H. G. Williams	Assistant superintendent document-room	163.00	
	G. W. Feelemeyer	File clerk, document room	114.20	
	Felix McCloskey	Assistant file clerk, document-room	107.10	
	Chas. W. Coombs	Department messenger	163.00	
	Chas. W. Coombs	Horse and wagon	20.30	
	Chas. H. Mann	Messenger reporters' gallery	97.80	
	F. S. Bishop	Messenger	97.80	
	J. H. Chinn	....do	97.80	
	A. J. Fellon	....do	97.80	
	G. A. Bacon	....do	97.80	
	John McGuire	....do	97.80	
	Edward S. O'Connor	....do	97.80	
	H. B. Lingenfelter	....do	97.80	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6372		A. B. Hurt, *et al.*—Continued.		
	Michael Sullivan	Messenger	$97.80	
	W. B. Albright	do	81.60	
	Joseph L. Boyd	do	81.60	
	R. G. Blake	do	81.60	
	J. H. Cover	do	81.60	
	J. S. Dunham	do	81.60	
	G. C. Lightfoot	do	81.60	
	W. F. Early	do	81.60	
	Sumter Phillips	do	81.60	
	M. M. Robinson	do	81.60	
	John T. Chancey	Special employé	122.20	
	R. J. Malone	Laborer	58.80	
	R. D. Beckley	do	58.80	
	Charlie Carter	do	58.80	
	S. E. Dinnin	do	58.80	
	James Hall	do	58.80	
	Geo. W. Fisher	do	58.80	
	S. C. Matlock	do	58.80	
	F. M. Godfrey	do	58.80	
	John Cooney	do	49.00	
	M. E. Triplett	Attendant ladies' retiring-room	49.00	
	John W. Williams	Cloak-room, laborer	49.00	
	A. B. Thomas	do	49.00	
	E. L. Phillips	Chief page	73.40	
	A. H. Pickens	do	73.40	
	Thos. A. Coakley	Messenger	100.00	
				$4,022.60
6373		John G. Healy *et al.*, Sept., 1889:		
	John G. Healy	Superintendent folding-room	163.60	
	Geo. P. Money	Chief clerk folding-room	146.80	
	J. M. McKay	Foreman folding-room	122.20	
	F. W. McGurk	Clerk folding-room	97.80	
	Richard L. Newnham	do	97.80	
	James Byrne	Messenger	97.80	
	F. C. Robertson	Folder seal-room	97.80	
	E. A. Schwarz	Folder	73.40	
	W. C. Rowland	do	73.40	
	Jno. B Seney	do	73.40	
	Geo. F. Howard	do	73.40	
	Jas. A. Newsom	do	73.40	
	John W. Davison	do	73.40	
	J. C. Silcott	do	73.40	
	A. E. Fitzgerald	do	73.40	
	J. S. Cutting	do	73.40	
	D. McMatheson	do	73.40	
	E. D. Eaton	do	68.40	
	A. L. Fant	do	68.40	
	A. E. Foster	do	68.40	
	J. V. Cunningham	do	68.40	
	J. L. Case	do	68.40	
	Jno. A. Barnes	do	58.80	
	Jno. Heffron	do	58.80	
	Jno. F. Gleason	Folder, Sept. 1 to 5	9.78	
	M. Avant	Folder	58.80	
	Robert Dougherty	do	58.80	
	H. B. Keffer	do	58.80	
	S. E. Browne	do	58.80	
	H. T. Kincaid	do	58.80	
	Wm. W. Bolls	do	58.80	
	Thos. Powell	do	58.80	
	Walter Rutsen	do	58.80	
	L. A. Ducros	do	58.80	
	James Cooney	do	58.80	
	W. B. Wilson	do	58.80	
	W. H. Mellett	do	58.80	
	Willie Howell	Page	40.80	
	Thos. P. Bell	Laborer	32.60	
	Robt. Hazlett	Driver	49.00	
	A. H. Pruitt	Watchman	73.40	
	Samuel L. Hutchens	Folder, Sept. 6 to 30	49.02	
				2,977.00
6374		Sam'l H. Decker *et al.*, Sept., 1889:		
	Samuel H. Decker	Soldier roll	97.80	
	Wm. T. Fitch	do	97.80	
	Wm. Irving	do	97.80	
	Hugh Lewis	do	97.80	
	James I. McConnell	do	97.80	
	Fernado Page	do	97.80	
	John Ryan	do	97.80	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6374	.....	Sam'l H. Decker, *et al.*—Continued.		
	John Rome	Soldier roll	$97.80	
	John H. Stewart	....do	97.80	
	John A. Travis	....do	97.80	
	Joseph F. Wilson	....do	97.80	
	Josiah W. White	....do	97.80	
	Edson R. Williams	....do	97.80	
	Jonathan Whitacre	....do	97.80	
				$1,369.20
6375	.....	William Lannan *et al.*, Sept , 1889:		
	William Lannan	Chief engineer	138.60	
	Henry W. Taylor	Assistant engineer	97.80	
	Bryan H. Morse	....do	97.80	
	George Winters	Conductor elevator	89.60	
	Leonard B. Cook	....do	89.60	
	R. W. Goudelock	....do	89.60	
	John Graham	....do	89.60	
	Thomas W. McKeig	Fireman	73.40	
	Eppa Norris	....do	73.40	
	Chas. T. Jett	....do	73.40	
	Edward B. Burke	....do	73.40	
	James W. Shely	....do	73.40	
	A. B. Talcott	Electrician	97.80	
	Jas. A. Woodworth	Laborer	65.20	
	George Liverpool	....do	66.84	
	E. H. Hughes	Cleaning and washing Statuary Hall	53.90	
				1,343.34
6354	Henry Culbertson	For feed of two horses for Doorkeeper's department, House of Representatives, during the months of July, August, and September, 1889.		54.00
6382	.....	Jno. B. Clark *et al.*, Oct., 1889:		
	Jno. B. Clark	Clerk, House of Representatives	421.20	
	T. O. Towles	Chief clerk	303.30	
	Jno. C. Robinson	Journal clerk	303.30	
	Neill S. Brown	Reading clerk	303.30	
	Thomas S. Pettit	....do	303.30	
	Samuel D. Craig	Tally clerk	252.70	
	John H. Rogers	Printing and bill clerk	210.60	
	S. B. Cunningham	Disbursing clerk	210.60	
	Ferris Finch	File clerk	189.50	
	Theo. F. King	Enrolling clerk	189.50	
	Henry Gumble	Assistant disbursing clerk	168.50	
	John K. Metzger	Assistant enrolling clerk	168.50	
	Robert H. Cowan	Resolution and petition clerk	168.50	
	R. C. Montgomery	Newspaper clerk	168.50	
	Jno. W. Otley	Index clerk	168.56	
	J. H. Scales	Superintendent of document-room	168.50	
	William Butler	Librarian	168.52	
	Henry Vollmer	Distributing clerk	151.60	
	John F. Ancona	Stationery clerk	151.60	
	Asher Barnett	Assistant librarian	151.60	
	Wm. H. Smith	....do	151.60	
	J. B. McDonnell	Book-keeper	134.80	
	W. H. Wiggins	Clerk	134.80	
	John W. Hall	....do	134.80	
	L. T. English	....do	134.80	
	John F. Treutlen	Clerk to index private claims	134.80	
	Sanders Garland	....do	134.80	
	W. B. Forrest	....do	134.80	
	Joel W. Hiatt	Document clerk	121.30	
	B. C. Kuehling	Locksmith	121.30	
	James C. Daly	Messenger, Library	110.70	
	Aaron Russell	....do	110.70	
	Wm. T. Page	Assistant file clerk	75.80	
	John J. Coughlin	Laborer, Clerk's document-room	75.80	
	Ryder Henry	....do	75.80	
	J. L. Davis	Page	60.60	
	Frank T. Quigley	Laborer	60.60	
	Maurice Ruddlesden	....do	60.60	
	Robert Richardson	....do	60.60	
	William Richardson	....do	60.60	
	Geo. W. Hutton	....do	60.60	
	Geo. W. Hutton	Hire horse and wagon	50.50	
	Jesse D. Robinson	Messenger, chief clerk's room	25.30	
	Samuel J. R. Long	Page, enrolling-room	60.60	
	Geo. S. Donnell	Clerk	134.80	
	Wm. W. Kelser	Telegraph operator	75.80	
				6,818.80

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Tota
6383	.....	John P. Leedom *et al.*, Oct. 1889:		
	John P. Leedom	Sergeant-at-Arms	$379.10	
	Isaac R. Hill	Assistant sergeant-at-arms	168.50	
	C. E. Silcott	Cashier	252.70	
	H. R. Ballentine	Paying teller	168.50	
	J. D. Seizer	Book-keeper	151.60	
	David A. Roberts	Messenger	101.10	
	A. M. Sayre	Page	60.00	
	Charles H. Christian	Laborer	55.55	
		Clerks and messengers annual committees:		
	Henry Talbott	Clerk, Committee on Ways and Means	252.70	
	Charles H. Mills	Assistant clerk, Committee on Ways and Means.	134.80	
	D. W. Carroll	Messenger, Committee on Ways and Means	84.20	
	James C. Courts	Clerk, Appropriations	252.70	
	John D. Cremer	Assistant clerk, Appropriations	134.80	
	L. Olie Meek	Messenger, Appropriations	84.20	
	Robert M. Wallace	Clerk, Agriculture	168.50	
	Geo. W. Rae	Clerk, Claims	168.50	
	Louis Chable	Clerk, Commerce	168.50	
	Edward McIver	Clerk, District of Columbia	168.50	
	W. E. Varnon	Clerk, Foreign Affairs	168.50	
	David W. Peel	Clerk, Indian Affairs	168.50	
	Rees F. Matson	Clerk, Invalid Pensions	168.50	
	H. C. Hynson	Clerk, Judiciary	168.50	
	Geo. B. Parsons	Clerk, Military Affairs	168.50	
	Joseph Baumer	Clerk, Naval Affairs	168.50	
	James E. Mendenhall	Clerk, Public Lands	168.50	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads.	168.50	
	John Dougherty	Clerk, Public Buildings and Grounds	168.50	
	James P. Hickman	Clerk, Rivers and Harbors	168.50	
	J. N. Williams	Clerk, War Claims	168.50	
	M. R. Owens	Assistant clerk, War Claims	101.10	
	Wm. H. Mobley	Clerk, Elections	168.50	
	J. B. Holloway	Clerk, prepare Digest, etc	168.50	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries	168.50	
				$5,41
6384	.....	Lycurgus Dalton *et al.*, Oct., 1889:		
	Lycurgus Dalton	Postmaster	210.60	
	James R. Fisher	Assistant postmaster	168.50	
	John H. Pratt	Messenger	101.10	
	William A. Horbach	do	101.10	
	James L. Brown	do	101.10	
	Reuben Bourne	do	101.10	
	Ralph Carlton	do	101.10	
	W. C. Crawley	do	101.10	
	William W. Pace	do	101.10	
	Wm. M. Prescott	do	101.10	
	John R. Grace	Messenger, heavy mail wagons	101.10	
	Daniel B. Webster	Laborer	60.60	
	Henry Culbertson	Hire horses and wagon	421.21	
	George C. Lafferty	Committee stenographer	337.00	
	W. J. Kehoe	do	337.00	
	L. L. Carlisle	Private Secretary to Speaker	177.10	
	N. T. Crutchfield	Clerk to Speaker's table	177.10	
	O. O. Stealey	Clerk to Speaker	134.80	
	Henry Neal	Messenger to Speaker	84.20	
	Albert Ordway	Making index to Journals of Congress	210.60	
	Mary R. Potts	Assisting making index to Journals of Congress.	101.10	
	Desha Breckinridge	do	101.10	
	E. D. Appleton	do	84.20	
	Sam'l J. King	do	84.20	
	W. D. Cannon	do	84.20	
	W. F. Reber	do	84.20	
	Alfred P. Robbins	do	67.40	
	S. B. Gray	do	67.40	
				4,0
6385	.....	A. B. Hurt *et al.*, Oct., 1889:		
	A. B. Hurt	Doorkeeper	294.80	
	W. H. Nichols	Assistant Doorkeeper.	168.50	
	H. C. Hall	Clerk to Doorkeeper	101.10	
	Thos. G. Ingram	Janitor	101.10	
	Jno. A. Hannay	Superintendent document-room	168.50	
	H. G. Williams	Assistant superintendent document-room	168.50	
	G. W. Feelemyer	File clerk document-room	117.90	
	Felix McCloskey	Assistant file clerk document-room	110.70	
	Chas. W. Coombs	Department messenger	168.50	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6385		A. B. Hurt *et al.*—Continued.		
	Chas. W. Coombs	Hire horse and buggy	$21.10	
	Chas. H. Mann	Messenger, reporters' gallery	101.10	
	F. S. Bishop	Messenger	101.10	
	J. H. Chinn	do	101.10	
	A. J. Fallon	do	101.10	
	Geo. A. Bacon	do	101.10	
	John McGuire	do	101.10	
	Edward S. O'Connor	do	101.10	
	H. B. Lingenfelter	do	101.10	
	Michael Sullivan	do	101.10	
	W. B. Albright	do	84.20	
	Joseph L. Boyd	do	84.20	
	R. G. Blake	do	84.20	
	J. H. Cover	do	84.20	
	J. S. Dunham	do	84.20	
	G. C. Lightfoot	do	84.20	
	W. F. Early	do	84.20	
	Sumter Phillips	do	84.20	
	M. M. Robinson	do	84.20	
	Jno. T. Chancey	Special employé	126.40	
	R. J. Malone	Laborer	60.60	
	R. D. Beckley	do	60.60	
	Charles Carter	do	60.60	
	S. E. Dinnin	do	60.60	
	James Hall	do	60.60	
	Geo. W. Fisher	do	60.60	
	S. C. Matlock	do	60.60	
	F. M. Godfrey	do	60.60	
	John Cooney	do	50.50	
	M. E. Triplett	Attendant ladies' retiring-room	50.50	
	John W. Williams	Cloak-room laborer	50.50	
	A. B. Thomas	do	50.50	
	E. L. Phillips	Chief page	75.80	
	A. H. Pickens	do	75.80	
	Thos. A. Coakley	Messenger	100.00	
				$4,153.20
6386		John G. Healy *et al.*, October, 1890:		
	Jno. G. Healy	Superintendent folding-room	168.50	
	Geo. P. Money	Chief clerk folding-room	151.60	
	J. M. McKay	Foreman folding-room	126.40	
	F. W. McGurk	Clerk folding-room	101.10	
	Richard L. Newnham	do	101.10	
	James Byrne	Messenger folding-room	101.10	
	F. C. Robertson	Folder, seal-room	101.10	
	E. A. Schwarz	Folder	75.80	
	W. C. Rowland	do	75.80	
	Jno. B. Seney	do	75.80	
	George F. Howard	do	75.80	
	Jas. A. Newsom	do	75.80	
	Jno. W. Davison	do	75.80	
	J. C. Silcott	do	75.80	
	A. E. Fitzgerald	do	75.80	
	J. S. Cuttino	do	75.80	
	D. M. Matheson	do	75.80	
	E. D. Eaton	do	70.80	
	A. L. Fant	do	70.80	
	A. E. Foster	do	70.80	
	J. V. Cunningham	do	70.80	
	J. L. Case	do	70.80	
	Jno. A. Barnes	do	60.60	
	Jno. Heffron	do	60.60	
	Robert Dougherty	do	60.60	
	M. Avant	do	60.60	
	H. B. Keffer	do	60.60	
	S. E. Browne	do	60.60	
	H. T. Kincaid	do	60.60	
	Wm. H. Bolls	do	60.60	
	Thos. Powell	do	60.60	
	L. A. Ducros	do	60.60	
	James Cooney	Folder, Oct. 1 to 21	41.09	
	W. B. Wilson	Folder	60.60	
	W. H. Millett	do	60.60	
	Willie Howell	Page	42.10	
	Thos. P. Bell	Laborer	33.70	
	Robert Hazlett	Driver	50.50	
	A. H. Pruitt	Watchman	75.80	
	J. P. Carraway	Folder, Oct. 22 to 31	19.51	
	Samuel L. Hutchens	Folder	60.60	
	Frank Banby	do	60.60	
				3,074.00

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6387	.....	Samuel H. Decker *et al.*, Oct. 1, 1889:		
	Samuel H. Decker	Soldiers' roll	$101.10	
	Wm. T. Fitch	do	101.10	
	Wm. Irving	do	101.10	
	Hugh Lewis	do	101.10	
	Jas. I. McConnell	do	101.10	
	Fernando Page	do	101.10	
	John Ryan	do	101.10	
	John Rome	do	101.10	
	John A. Stewart	do	101.10	
	John A. Travis	do	101.10	
	Joseph F. Wilson	do	101.10	
	Josiah W. White	do	101.10	
	Edson S. Williams	do	101.10	
	Jonathan R. Whiteacre	do	101.10	
				$1,415.40
6388	.....	William Lannan *et al.*, Oct., 1889:		
	William Lannan	Chief engineer	143.20	
	Henry W. Taylor	Assistant engineer	101.10	
	Bryan H. Morse	do	101.10	
	George Winters	Conductor of elevator	92.70	
	Leonard B. Cook	do	92.70	
	R. W. Goudelock	do	92.70	
	John Graham	do	92.70	
	Thomas McKeig	Fireman	75.80	
	Eppa Norris	do	75.80	
	Charles T. Jett	do	75.80	
	Edward B. Burke	do	75.80	
	James W. Shely	do	75.80	
	A. B. Talcott	Electrician	101.10	
	Joseph W. Woodworth	Laborer	67.40	
	George Liverpool	do	69.08	
	E. H. Hughes	Cleaning and watching Statuary Hall	55.55	
				1,388.33
6397	.....	J. H. Mitchell:		
		1889. Horse-shoeing, folding-room:		
		July 18. 8 new shoes	3.00	
		Aug. 20. Ret. 2 shoes	.50	
		Sept. 3. 8 new shoes	3.00	
		Oct. 3. 8 new shoes	3.00	
				9.50
6398	.....	Geo. W. Knox: 1889. Oct. 25. For use of two-horse team, driver, 2 men, delivering books, etc., 3 days, at $10 per day		30.00
6421	.....	Jno. B. Clark *et al.*, Nov., 1889:		
	Jno. B. Clark	Clerk, House of Representatives	407.60	
	T. O. Towles	Chief clerk	293.40	
	Jno. C. Robinson	Journal clerk	293.40	
	Neill S. Brown	Reading clerk	293.40	
	Thomas S. Pettit	do	293.40	
	Samuel D. Craig	Tally clerk	244.60	
	John H. Rogers	Printing and bill clerk	203.80	
	S. B. Cunningham	Disbursing clerk	203.80	
	Ferris Finch	File clerk	183.50	
	Theo. F. King	Enrolling clerk	183.50	
	Henry Gumble	Assistant disbursing clerk	163.00	
	John K. Metzger	Assistant enrolling clerk	163.00	
	Robert H. Cowan	Resolution and petition clerk	163.00	
	R. C. Montgomery	Newspaper clerk	163.00	
	Jno. W. Otley	Index clerk	163.00	
	J. H. Scales	Superintendent document-room	163.00	
	William Butler	Librarian	163.00	
	Henry Vollmer	Distributing clerk	146.80	
	John F. Ancona	Stationery clerk	146.80	
	Asher Barnett	Assistant librarian	146.80	
	Wm. H. Smith	do	146.80	
	J. B. McDonnell	Book-keeper	130.40	
	W. H. Wiggins	Clerk	130.40	
	John W. Hall	do	130.40	
	L. T. English	Clerk, Nov. 1 to 17		
	John F. Treutlen	Clerk to index private claims	130.40	
	Sanders Garland	do	130.40	
	W. B. Forrest	do	130.40	
	Joel W. Hiatt	Document clerk	117.40	
	B. C. Kuehling	Locksmith	117.40	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6421		Jno. B. Clark, *et al.*—Continued.		
	James C. Daly	Messenger, Library, Nov. 1 to 12	$42.85	
	Aaron Russell	Messenger, Library	107.10	
	Wm. T. Page	Assistant file clerk	73.40	
	John J. Coughlin	Laborer, Clerk's document-room, Nov. 1 to 12.	29.35	
	Ryder Henry	Laborer, Clerk's document-room	73.40	
	J. L. Davis	Page	58.80	
	Frank T. Quigley	Laborer	58.80	
	Maurice Ruddlesden	do	58.80	
	Robert Richardson	do	58.80	
	William Richardson	do	58.80	
	Geo. W. Hutton	do	58.80	
	Geo. W. Hutton	Hire horse and wagon	49.00	
	Jesse D. Robinson	Messenger, chief clerk's room	24.40	
	Samuel J. R. Long	Page, enrolling-room	58.80	
	Geo. S. Donnel	Clerk	130.40	
	Wm. W. Kelser	Telegraph operator	73.40	
	John J. Coughlin	Messenger, Library, Nov. 13 to 30	64.25	
	William H. Miller	Laborer, Clerk's document-room, Nov. 13 to 30.	44.05	
	Thomas Randolph	Clerk, Nov. 19 to 30	52.17	
				$6,521.17
6422		Jno. P. Leedom *et al.*, Nov., 1889:		
	John P. Leedom	Sergeant-at-Arms	366.80	
	Isaac R. Hill	Assistant sergeant-at-arms	163.00	
	C. E. Silcott	Cashier	244.60	
	H. L. Ballentine	Paying teller	163.00	
	J. D. Selzer	Book-keeper	146.80	
	David A. Roberts	Messenger	97.80	
	A. M. Sayre	Page	58.80	
	Charles H. Christian	Laborer	53.90	
		Clerks and messengers, annual committees:		
	Henry Talbott	Clerk, Ways and Means	244.60	
	Charles H. Mills	Assistant clerk, Ways and Means	130.40	
	D. W. Carroll	Messenger, Ways and Means	81.60	
	James Courts	Clerk, Appropriations	244.60	
	John D. Cremer	Assistant clerk, Appropriations	130.40	
	L. Olie Meek	Messenger, Appropriations	81.60	
	Robert M. Wallace	Clerk, Agriculture	163.00	
	Geo. W. Rae	Clerk, Claims	163.00	
	Louis Chable	Clerk, Commerce	163.00	
	Edward McIver	Clerk, District of Columbia	163.00	
	W. E. Varnon	Clerk, Foreign Affairs	163.00	
	David W. Peel	Clerk, Indian Affairs	163.00	
	Rees F. Matson	Clerk, Invalid Pensions	163.00	
	H. C. Hynson	Clerk, Judiciary	163.00	
	Geo. R. Parsons	Clerk, Military Affairs	163.00	
	Joseph Baumer	Clerk, Naval Affairs	163.00	
	James E. Mendenhall	Clerk, Public Lands	163.00	
	T. B. Cabaniss	Clerk, Post-Office and Post-Roads	163.00	
	John Dougherty	Clerk, Public Buildings and Grounds	163.00	
	James P. Hickman	Clerk, Rivers and Harbors	163.00	
	J. N. Williams	Clerk, War Claims	163.00	
	M. R. Owens	Assistant clerk, War Claims	97.80	
	Wm. H. Mobley	Clerk, Elections	163.00	
	J. B. Holloway	Clerk, prepare digest, etc	163.00	
	R. B. Edmondson	Clerk, Merchant Marine and Fisheries	163.00	
				5,239.70
6423		Lycurgus Dalton *et al.*, Nov., 1889:		
	Lycurgus Dalton	Postmaster	203.80	
	James R. Fisher	Assistant postmaster	163.00	
	John H. Pratt	Messenger	97.80	
	William A. Horbach	do	97.80	
	James L. Brown	do	97.80	
	Reuben Bourne	do	97.80	
	Ralph Carlton	do	97.80	
	W. C. Crawley	do	97.80	
	William W. Pace	do	97.80	
	Wm. M. Prescott	do	97.80	
	John R. Grace	do	97.80	
	Henry Yater	Messenger heavy mail wagon	97.80	
	Daniel B. Webster	Laborer	58.80	
	Henry Culbertson	Hire horses and wagons	407.60	
	George C. Lafferty	Committee stenographer	326.00	
	W. J. Kehoe	do	326.00	
	L. L. Carlisle	Private secretary to Speaker	171.40	
	N. T. Crutchfield	Clerk to Speaker's table	171.40	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	T
6423	.....	Lycurgus Dalton *et al.*—Continued.		
	O. O. Stealy	Clerk to Speaker	$130.40	
	Henry Neal	Messenger to Speaker	81.60	
	Albert Ordway	Making index of Journal of Congress	203.80	
	Mary R. Potts	Assistant, making index to Journal of Congress	97.80	
	Desha Breckinridge	do	97.80	
	E. D. Appleton	do	81.60	
	Sam'l J. King	do	81.60	
	W. D. Cannon	do	81.60	
	W. F. Reber	do	81.60	
	Alfred P. Robbins	do	65.20	
	S. B. Gray	do	65.20	
6424	.....	A. B. Hurt *et al.*, Nov., 1889:		$
	A. B. Hurt	Doorkeeper	285.40	
	W. H. Nichols	Assistant doorkeeper	163.00	
	H. C. Wall	Clerk, Doorkeeper	97.80	
	Thos. G. Ingram	Janitor	97.80	
	Jno. A. Hannay	Superintendent document-room	163.00	
	H. G. Williams	Assistant superintendent document-room	163.00	
	G. W. Feelemyer	File clerk, document-room	114.20	
	Felix McCloskey	Assistant file clerk, document-room	107.10	
	Chas. W. Coombs	Department messenger	163.00	
	Chas. W. Coombs	Hire horse and buggy	20.30	
	Chas. H. Mann	Reporters' gallery, messenger	97.80	
	F. S. Bishop	Messenger	97.80	
	J. H. Chinn	do	97.80	
	A. J. Fallon	do	97.80	
	Geo. A. Bacon	do	97.80	
	John McGuire	do	97.80	
	Edward S. O'Connor	do	97.80	
	H. B. Lingenfelter	do	97.80	
	Michael Sullivan	do	97.80	
	W. B. Albright	do	81.60	
	Joseph L. Boyd	do	81.60	
	R. G. Blake	do	81.60	
	J. H. Cover	do	81.60	
	J. S. Dunham	do	81.60	
	G. C. Lightfoot	do	81.60	
	W. F. Early	do	81.60	
	Sumter Phillips	do	81.60	
	M. M. Robinson	do	81.60	
	John T. Chancey	Special employé	122.20	
	R. J. Malone	Laborer	58.80	
	R. D. Beckley	do	58.80	
	Charles Carter	do	58.80	
	S. E. Dumin	do	58.80	
	James Hall	do	58.80	
	Geo. W. Fisher	do	58.80	
	S. C. Matlock	do	58.80	
	F. M. Godfrey	Laborer	58.80	
	John Cooney	do	49.00	
	M. E. Triplett	Attendant ladies' retiring-room	49.00	
	John W. Williams	Cloak-room laborer	49.00	
	A. B. Thomas	do	49.00	
	E. L. Phillips	Chief page	73.40	
	A. H. Pickens	do	73.40	
	Thos. A. Coakley	Messenger	100.00	
6425	.....	Jno. G. Healy *et al.*, Nov., 1889:		
	Jno. G. Healy	Superintendent folding-room	163.00	
	Geo. P. Money	Chief clerk folding-room	146.80	
	J. M. McKay	Foreman folding-room	122.20	
	F. W. McGurk	Clerk folding-room	97.80	
	R. L. Newnham	do	97.80	
	James Byrne	Messenger folding-room	97.80	
	F. C. Robertson	Folder seal-room	97.80	
	E. A. Schwarz	Folder	73.40	
	W. C. Rowland	do	73.40	
	Jno. B. Seeney	do	73.40	
	Geo. F. Howard	do	73.40	
	James A. Newsom	do	73.40	
	Jno. W. Davison	do	73.40	
	J. C. Silcott	do	73.40	
	A. E. Fitzgerald	do	73.40	
	J. S. Cuttino	do	73.40	
	D. McMatheson	do	73.40	
	E. D. Eaton	do	68.40	

Salaries of officers and employés, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6426		Jno. G. Healy *et al.*—Continued.		
	A. L. Fant	Folder	$68.40	
	A. E. Foster	do	68.40	
	J. V. Cunningham	do	68.40	
	J. L. Case	do	68.40	
	Jno. A. Barnes	do	58.80	
	Jno. Heffron	do	58.80	
	Robert Dougherty	do	58.80	
	M. Avant	do	58.80	
	H. B. Keffer	do	58.80	
	S. E. Browne	do	58.80	
	H. T. Kincaid	do	58.80	
	Wm. W. Balls	do	58.80	
	Thos. Powell	do	58.80	
	L. A. Ducros	do	58.80	
	James Cooney	do	58.80	
	W. H. Millett	do	58.80	
	Willie Howell	Page	40.80	
	Thos. P. Bell	Laborer	32.60	
	Robert Hazlett	Driver	49.00	
	A. H. Pruitt	Watchman	73.40	
	J. P. Carraway	Folder	58.80	
	Sam'l L. Hutchens	do	58.80	
	Frank Danby	do	58.80	
				$2,977.00
6436		Samuel H. Decker *et al.*, Nov., 1889:		
	Samuel H. Decker	Soldiers' roll	97.80	
	Wm. T. Fitch	do	97.80	
	Wm. Irving	do	97.80	
	Hugh Lewis	do	97.80	
	Jas. I. McConnell	do	97.80	
	Fernando Page	do	97.80	
	John Ryan	do	97.80	
	John Rome	do	97.80	
	John A. Stewart	do	97.80	
	John A. Travis	do	97.80	
	Joseph F. Wilson	do	97.80	
	Josiah W. White	do	97.80	
	Edson S. Williams	do	97.80	
	Jonathan R. Whitacre	do	97.80	
				1,369.20
6427		William Lannan *et al.*, Nov., 1889:		
	William Lannan	Chief engineer	138.60	
	Henry W. Taylor	Assistant engineer	97.90	
	Bryan H. Morse	do	97.80	
	George Winters	Conductor of elevator	89.60	
	Leonard B. Cook	do	89.60	
	R. W. Goudelock	do	89.60	
	John Graham	do	89.60	
	Thomas McKelg	Fireman	73.40	
	Epps Norris	do	73.40	
	Chas. T. Jett	do	73.40	
	Edward B. Burke	do	73.40	
	James W. Shely	do	73.40	
	A. B. Talcott	Electrician	97.80	
	Joseph A. Woodworth	Laborer	65.20	
	George Liverpool	do	66.84	
		Cleaning and watching Statuary Hall	53.90	
	E. H. Hughes			1,343.34
6441	Henry Cubertson	To feed of two horses for Doorkeeper, House of Representatives, during the months of October and November, 1889.		36.00
				129,711.29

Salaries of Capitol Police, House of Representatives, 1890.

6332		P. H. Allabach *et al.*, July, 1889:	
	P. H. Allabach	Captain	$134.80
	J. O. Finks	Lieutenant	101.10
	D. B. Bradley	do	101.10
	Wm. Knowland	do	101.10
	F. G. Jones	Private	92.70
	Jos. Gilbert	Private, July 1 to 16	47.82
	Charles Stone	Private	92.70
	J. R. Riley	do	92.70

Salaries of Capitol Police, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	To
6332	.....	P. H. Allabach, *et al.*—Continued.		
	Daniel O'Neill	Private	$92.70	
	F. A. Wood	....do	92.70	
	J. F. Hardenberg	....do	92.70	
	L. D. Bumpus	....do	92.70	
	Ambrose Lybrand	....do	92.70	
	Asa P. Barker	....do	92.70	
	S. P. Mast	....do	92.70	
	H. H. Lemon	....do	92.70	
	James Stump	....do	92.70	
	Jos. Swindell	....do	92.70	
	J. H. Crawford	....do	92.70	
	J. A. Burrows	....do	92.70	
	Geo. Sturdevant	....do	92.70	
	Edward Stanton	....do	92.70	
	Joseph C. Lee	....do	92.70	
	W. H. Saunders	....do	92.70	
	S. D. Skeen	....do	92.70	
	George P. Butler	....do	92.70	
	Chas. F. Holbrook	Private, July 17 to 31	44.88	
	S. A. Boyden	Watchman	75.80	
	W. B. Drury	....do	75.80	
	P. B. Vaughan	....do	75.80	
	D. B. Moore	....do	75.80	
	G. W. Shaw	....do	75.80	
	Sidney Burlingame	....do	75.80	
	W. A. Matthews	....do	75.80	
	Charles Higinbotham	....do	75.80	
6343	.....	P. H. Allabach *et al.*, July, 1889:		$3
	P. H. Allabach	Captain	134.80	
	J. O. Finks	Lieutenant	101.10	
	D. B. Bradley	....do	101.10	
	Wm. Knowland	....do	101.10	
	F. G. Jones	Private	92.70	
	C. F. Holbrook	....do	92.70	
	Charles Stone	....do	92.70	
	J. R. Riley	....do	92.70	
	Daniel O'Neill	....do	92.70	
	F. A. Wood	....do	92.70	
	J. F. Hardenberg	....do	92.70	
	L. D. Bumpus	....do	92.70	
	Ambrose Lybrand	....do	92.70	
	Asa Barker	....do	92.70	
	S. P. Mast	....do	92.70	
	H. H. Lemon	....do	92.70	
	James Stump	....do	92.70	
	Jas. Swindell	....do	92.70	
	J. H. Crawford	....do	92.70	
	J. A. Burrows	....do	92.70	
	Geo. Sturdevant	....do	92.70	
	Edward Stanton	....do	92.70	
	Joseph C. Lee	....do	92.70	
	W. H. Saunders	....do	92.70	
	S. D. Skeen	....do	92.70	
	Geo. P. Butler	....do	92.70	
	S. A. Boyden	Watchman	75.80	
	W. B. Drury	....do	75.80	
	P. B. Vaughan	....do	75.80	
	D. B. Moore	....do	75.80	
	G. W. Shaw	....do	75.80	
	Sidney Burlingame	....do	75.80	
	W. A. Matthews	....do	75.80	
	Charles Higinbothan	....do	75.80	
6376	.....	P. H. Allabach *et al.*, Sept., 1889:		3,
	P. H. Allabach	Captain	130.40	
	J. O. Finks	Lieutenant	97.80	
	D. B. Bradley	....do	97.80	
	Wm. Knowland	....do	97.80	
	F. G. Jones	Private	89.60	
	C. F. Holbrook	....do	89.60	
	Charles Stone	....do	89.60	
	J. R. Riley	....do	89.60	
	Daniel O'Neill	....do	89.60	
	F. A. Wood	....do	89.60	
	John Hammond	....do	89.60	
	L. D. Bumpus	....do	89.60	
	Ambrose Lybrand	....do	89.60	
	Asa Barker	....do	89.60	

Salaries of Capitol Police, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6376		P. H. Allabach *et al.*—Continued.		
	S. P. Mast	Private	$89.60	
	H. H. Lemon	do	89.60	
	James Stump	do	89.60	
	Joseph Swindell	do	89.60	
	Geo. P. Butler	do	89.60	
	J. H. Crawford	do	89.60	
	J. A. Burrows	do	89.60	
	Geo. Sturdevant	do	89.60	
	Edward Stanton	do	89.60	
	Jos. C. Lee	do	89.60	
	W. H. Saunders	do	89.60	
	S. D. Skeen	do	89.60	
	S. A. Boyden	Watchman	73.40	
	W. B. Drury	do	73.40	
	P. B. Vaughan	do	73.40	
	D. B. Moore	do	73.40	
	G. W. Shaw	do	73.40	
	Sidney Burlingame	do	73.40	
	W. A. Matthews	do	73.40	
	Charley Higinbotham	do	73.40	
				$2,962.20
6389		P. H. Allabach *et al.*, October, 1889:		
	P. H. Allabach	Captain	134.80	
	J. O. Finks	Lieutenant	101.10	
	D. B. Bradley	do	101.10	
	Wm. Knowland	do	101.10	
	F. G. Jones	Private	92.70	
	Jos. Gilbert	do	92.70	
	Charles Stone	do	92.70	
	J. R. Riley	do	92.70	
	Daniel O'Neill	do	92.70	
	F. A. Wood	do	92.70	
	John Hammond	do	92.60	
	L. D. Bumpus	do	92.70	
	Ambrose Lybrand	do	92.70	
	Asa Barker	do	92.70	
	S. P. Mast	do	92.70	
	H. H. Lemon	do	92.70	
	James Stump	do	92.70	
	Jos. Swindell	do	92.70	
	J. H. Crawford	do	92.70	
	J. A. Burrows	do	92.70	
	Geo. Sturtevant	do	92.70	
	Edward Stanton	do	92.70	
	Jos. C. Lee	do	92.70	
	W. H. Saunders	do	92.70	
	S. D. Skeen	do	92.70	
	Geo. P. Butler	do	92.70	
	S. A. Boyden	Watchman	75.80	
	W. B. Drury	do	75.80	
	P. B. Vaughan	do	75.80	
	D. B. Moore	do	75.80	
	G. W. Shaw	do	75.80	
	Sidney Burlingame	do	75.80	
	W. A. Mathews	do	75.80	
	Wm. M. Ferguson	do	75.80	
				3,083.90
6428		P. H. Allabach *et al.*, November, 1889:		
	P. H. Allabach	Captain	130.40	
	J. O. Finks	Lieutenant	97.80	
	D. B. Bradley	do	97.80	
	Wm. Knowland	do	97.80	
	F. G. Jones	Private	89.60	
	Jos. Gilbert	do	89.60	
	Charles Stone	do	89.60	
	J. R. Riley	do	89.60	
	Daniel O'Neill	do	89.60	
	F. A. Wood	do	89.60	
	John Hammond	do	89.60	
	L. D. Bumpus	do	89.60	
	Geo. W. Hazer	do	89.60	
	S. P. Mast	do	89.60	
	H. H. Lemon	do	89.60	
	James Stump	do	89.60	
	Jos. Swindell	do	89.60	
	J. H. Crawford	do	89.60	
	J. A. Burrows	do	89.60	
	Geo. Sturdevant	do	89.60	

Salaries of Capitol Police, House of Representatives, 1890—Continued.

Number of voucher.	To whom paid.	For what purpose.	Amount.	Total.
6428	.....	P. H. Allabach *et al.*—Continued.		
	Edward Stanton	Private	$89.60	
	Jos. C. Lee	do	89.60	
	W. H. Saunders	do	89.60	
	S. D. Skeen	do	89.60	
	Geo. P. Butler	do	89.60	
	Asa Barker	do	89.60	
	S. A. Boyden	Watchman	73.40	
	W. B. Drury	do	73.40	
	P. B. Vaughan	do	73.40	
	D. B. Moore	do	73.40	
	G. W. Shaw	do	73.40	
	Sidney Burlingame	do	73.40	
	W. A. Mathews	do	73.40	
	W. M. Ferguson	do	73.40	
				2,982.20
				15,216.10

Contingent fund, House of Representatives—Miscellaneous items, 1890.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
July 31	6316	Richard Rich:		
		For ice furnished United States House of Representatives during the month of July, 1889, 16,595 lbs., at 35 cents per cwt		$58.08
	6317	M. M. Parker:		
		For rent of premises known as No. 225 Pennsylvania avenue, N. W., in the city of Washington, D. C., for the use of additional folding-room, House of Representatives, from July 1, 1889, to August 1, 1889, at $100 per month, as per contract July 16, 1888		100.00
	6319	Ida Bamiley:		
		For washing 62 dozen towels for Doorkeeper's department, House of Representatives, during the month of July, 1889, at 25 cents per dozen		15.50
	6321	Robert O. Holtzman:		
		To the rent of second floor of premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue, N. W., for the month of July, 1889, for the use of the clerks employed under direction of the Committee on Rules, in preparing the general index of the Journal of Congress		100.00
	6322	Jemima Jenkins:		
		For washing 188 dozen towels for Doorkeeper's department, House of Representatives, during the month of July, 1889, at 25 cents per dozen		47.00
	6323	Virginia Hellen:		
		For washing 92 10-12 dozen towels for bath-rooms, House of Representatives, during the month of July, 1889, at 25 cents per dozen		23.20
Aug. 19	6334	Josie A. Fant:		
		For washing 37 dozen towels for Doorkeeper's department, House of Representatives, during the month of July, 1889, at 25 cents per dozen		9.25
30	6335	Joseph Goldney:		
		1889.		
		Aug. 29. For regilding mantel mirror frame	$25.00	
		For regilding 4 window cornices, Committee on the Public Lands	20.00	
				45.00
Sept. 2.	6345	M. M. Parker:		
		1889.		
		Aug. 31. For rent of premises known as No. 225 Pennsylvania avenue, northwest, in the city of Washington, D. C., for the use of additional folding-room, House of Representatives, from Aug. 1, 1889, to Sept. 1, 1889, at $100 per month, as per contract dated July 16, 188		100.00

Contingent fund, House of Representatives—Miscellaneous items, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Sept. 2	6346	Ida Bamiley: For washing 62 dozen towels for Doorkeeper's department, House of Representatives, during the month of August, 1889, at 25 cents per dozen		$15.50
	6347	Jemima Jenkins: For washing 199 dozen towels, for Doorkeeper's department, House of Representatives, during the month of August, 1889, at 25 cents per dozen		49.75
4	6348	Richard Rich: For ice furnished United States House of Representatives, during the month of August, 1889, 18,545 pounds, at 35 cents per cwt		64.90
11	6349	R. O. Holtzman: To the rent of the second floor of premises known and situated on the northwest corner of Seventeenth street and Pennsylvania avenue, northwest, for the month of August, 1889, for the use of clerks employed under the direction of the Committee on Rules in preparing the General Index of the Journals of Congress		100.00
	6350	Virginia Hellen: For washing 82½ dozen towels for bath-rooms, House of Representatives, during the month of August, 1889, at 25 cents per dozen		20.62
17	6359	Easton & Rupp: 1889 Aug. 30. To 700 reams cap manila paper		91.00
20	6364	Ida Bamiley: For washing 70 dozen towels for Doorkeeker's department, House of Representatives, during the month of September, 1889, at 25 cents per dozen		17.50
	6366	M. M. Parker: For rent of premises known as No. 255 Pennsylvania avenue, northweet, in the city of Washington, D. C., for use of additional folding-room, House of Representatives, from Sept. 1, 1889, to Oct. 1, 1889, at $100 per month, as per contract dated July 16, 1888		100.00
	6367	Richard Rich: For ice furnished United States House of Representatives during the month of September, 1889, 15,200 pounds at 35 cents per cwt		53.20
	6368	Virginia Hellen: For washing 85 dozen towels for bath-rooms, House of Representatives, during the month of September, 1889, at 25 cents per dozen		21.25
Oct. 10	6377	R. O. Holtzman: To the rent of second floor of premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue, northwest, for the month of September, 1889, for the use of clerks employed under the Committee on Rules in preparing the General Index to the Journals of Congress		100.00
11	6378	Jemima Jenkins: To washing 198 dozen towels for Doorkeeper's department, House of Representatives, during the month of September, 1889, at 25 cents per dozen		49.50
31	6381	M. M. Parker: For rent of premises known as No. 225 Pennsylvania avenue, northwest, in the city of Washington, D. C., for the use of the additional folding-room, House of Representatives, from Oct. 1, 1889, to Nov. 1, 1889, at $100 per month, as per contract dated July 16, 1889		100.00
	6392	Thomas J. Fisher & Co.: To rent of the second floor of the premises situated on the northwest corner of Seventeenth street and Pennsylvania avenue, northwest, for the use of the clerks employed under the direction of the Committee on Rules in preparing the General Index of the Journals of Congress, for the month ending Oct. 31, 1889		100.00
4		Ida Bamiley: For washing 75 dozen towels for Doorkeeper's department, House of Representatives, during the month of October, 1889, at 25 cents per dozen		18.75
Nov. 20	6399	Virginia Hellen: For washing 36 dozen towels for use of bath-rooms, House of Representatives, during the month of October, 1889, at 25 cents per dozen		9.00

Contingent fund, House of Representatives—Miscellaneous items, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Nov. 20	6400	John L. Wise:		
		1889		
		Nov. 4. For 1 dozen hair scrub-brushes	$10.00	
		For 1 dozen hair sweeps (22 inches long)	22.00	
				$30.00
	6401	H. R. Perkins:		
		1889.		
		Nov. 1. For 1 barrel Eagle Mill powder, for cleaning tiling and floors of halls and corridors of House of Representatives, 358—22—336 pounds net, at 12 cents per pound		40.32
	6402	M. G. Copeland & Co:		
		Nov. 1. For 1 United States flag		19.00
	6404	Richard Rich:		
		For ice furnished United States House of Representatives during the month of October, 1889, 13,613 pounds, at 35 cents per cwt		47.64
	6403	Jemima Jenkins:		
		For washing 210 dozen towels for Doorkeeper's department, House of Representatives, during the month of October, 1889, at 25 cents per dozen		52.50
	6405	Thomas J. Luttrell:		
		1889.		
		Oct. 30. 20 60 dozen towels, at $3.25 per dozen	195.00	
		20 dozen towels, at $3.50 per dozen	70.00	
		7 gross file laces	7.00	
				272.00
22	6413	Josie A. Fant:		
		For washing 34 dozen towels for Doorkeeper's department, House of Representatives, during the month of August, 1889, at 25 cents per dozen		8.50
	6414	Josie A. Fant:		
		For washing 50 dozen towels for Doorkeeper's department, House of Representatives, during the month of September, 1889, at 25 cents per dozen		12.50
	6415	Josie A. Fant;		
		For washing 43 dozen towels for Doorkeeper's department, House of Representatives, during the month of October, 1889, at 25 cents per dozen		10.75
30	6429	Virginia Hellen:		
		For washing 88 2-12 dozen towels for use of bath-rooms, House of Representatives, during the month of November, 1889, at 25 cents per dozen		22.04
	6430	Jemina Jenkins:		
		For washing 300 dozen towels for Doorkeeper's department, House of Representatives, during the month of November, 1889, at 25 cents per dozen		75.00
	6431	Ida Bamiley:		
		For washing 80 dozen towels for Doorkeeper's department, House of Representatives, during the month of November, 1889, at 25 cents per dozen		20.00
	6432	Josie A. Fant:		
		For washing 45 dozen towels for Doorkeeper's department, House of Representatives, during the month of November, 1889, at 25 cents per dozen		11.25
	6433	Richard Rich:		
		To ice furnished United States House of Representatives during the month of November, 1889, 11,845 pounds, at 35 cents per cwt		41.45
	6434	Thos. J. Fisher & Co.:		
		To rent of the second floor of the premises situate on the northwest corner of Seventeenth street and Pennsylvania avenue, northwest, for the use of the clerks employed under the direction of the Committee on Rules in preparing the general index of the Journals of Congress, for the month of November, 1889		100.00
	6435	M. M. Parker:		
		For rent of premises known as No. 225 Pennsylvania avenue, northwest, in the city of Washington, D. C., for the use of additional folding-room, House of Representatives, from November 1, 1889, to December 1, 1889, at $100 per month, as per contract dated July 16, 1888		100.00
	6436	John W. Drew:		
		1889.		
		Oct. 11. 1½ insect powder, $1; camphor, 80 cents	1.80	
		15. 20 pounds rotten-stone, $2; 10 gallons ammonia, $8; carboy, $1.50	11.50	

Contingent Fund, House of Representatives—Miscellaneous items, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889. Nov. 30	6436	John W, Drew—Continued.		
		1889.		
		Oct. 24. 12 dozen B. W. soap, $27; 6 boxes, 235 pounds, castile soap, $47	$74.00	
		2 dozen hat brushes, $12; 2 dozen cloth brushes, $16	28.00	
		2 dozen nail brushes, $12; 2 dozen paste brushes, $8	20.00	
		1 dozen hair brushes, $13; 1 dozen combs, $3	16.00	
		2 dozen whisk brooms	6.00	
		1 dozen No. 18 feather dusters, $21.50; 1 dozen No. 16 feather dusters, $17.50	39.00	
		6 pairs bath slippers	15.00	
				$211.30
		Total		2,483.25

Contingent fund, House of Representatives—Fuel and oil, 1890.

1889. July 31	6318	The Evening Star Newspaper Company: For advertising in the Evening Star, Washington, D. C., as follows: Proposals for fuel, 23 lines once a week, 4 times (June 22, 29, July 1 to 8, 1889) 4 lines agate = 1 square, 60 cents per square each insertion		$13.80
Aug. 17	6333	Kennedy Bros.:		
		1889.		
		Aug. 6. To 943 $\frac{1860}{2240}$ tons of W. A. egg coal, at $4.61 per ton		4,351.05
Nov. 25	6418	The Washington Critic Company: To publishing advertisement for proposals for fuel in the Washington Critic 1 time a week for 4 weeks, occupying 27 lines, at 15 cents per line first insertion and 6 cents per line for each insertion thereafter		8.91
26		Geo. W. Moss:		
		1889.		
		Nov. 11. 3 barrels electric engine oil, 156 gallons, at 65 cents per gallon	$101.40	
		2 barrels cylinder oil, AA, 104 gallons, at 80 cents per gallon	83.20	
		100 pounds Albany grease, at 25 cents per pound	25.00	
				209.60
		Total		4,583.36

Contingent fund, House of Representatives—Folding materials, 1890.

1889. July 31	6320	Thomas P. Bell: For 80 buckets of paste for use of folding-room, House of Representatives, during the month of July, 1889, at 75 cents per bucket		$60.00
Sept. 2	6344	Thomas P. Bell: For 61 buckets of paste for use of folding-room, House of Representatives, during the month of August, 1889, at 75 cents per bucket		45.75
11	6353	Rider & Addison:		
		1889.		
		Aug. 14. 5,154 pounds large twine, at 9½ cents per pound	489.68	
		1,176 pounds small twine, at 17 cents per pound	199.92	
				689.55
20	6361	Rider & Addison:		
		1889.		
		Sept. 13. 2,911 pounds of large twine, at 9½ cents per pound		276.54
30	6365	Thomas P. Bell: For 45 buckets of paste for use of folding-room, House of Representatives, during the month of September, 1889, at 75 cents per bucket		33.75

Contingent fund, House of Representatives—Folding materials, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Oct. 31	6393	Rider & Addison:		
		1889.		
		Sept. 26. 435 reams 19 by 24, 35, rope manilla paper, at $3.32 per ream	$1,446.37	
		141 reams, 22 by 28½, 48½, rope manilla paper, at $4.58½ per ream	660.06	
		46 reams, 27 by 31, 64, rope manilla paper, at $6.08 per ream	279.68	
				$2,386.11
	6394	Rider & Addison:		
		1889.		
		Oct. 8. 474 reams rope manilla, 19 by 24, 35 pounds, at $3.32 per ream	1,576.05	
		57 reams rope manilla, 22 by 28½, 48½ pounds, at $4.58½ per ream	261.27	
		157½ reams rope manilla, 27 by 31, 64 pounds, at $6.08 per ream	957.60	
				2,794.92
Nov. 20	6406	Thomas P. Bell:		
		For 65 buckets of paste for use of folding-room, House of Representatives, during the month of October, 1889, at 75 cents per bucket		48.75
	6407	Easton & Rupp:		
		1889.		
		Sept. 13. 200 pounds twine, linen cable, at 50 cents per pound		100.00
	6408	Holyoke Envelope Company:		
		1889.		
		Oct. 21. For 100,000 manilla envelopes, 9½ by 12, item 77 at $4 per 1,000		400.00
30	6437	Thomas P. Bell:		
		For 45 buckets of paste for use of folding-room, for the month of November, 1889, at 75 cents per bucket		33.75
				6,869.13

Contingent fund, House of Representatives—Stationery, 1890.

1889.			
July 23	6310	Easton & Rupp:	
		1889.	
		July 3. 1 ream type-writer paper	1.50
		Printing letter paper	1.50
		1,000 stamped envelopes and printing	24.75
		125 card envelopes	.65
		4 reams linen type-writer, cap	7.00
		4 reams white type-writer, heavy	7.00
		1 gross pens	.55
		Stationery	3.60
		Stationery	2.25
		1 rubber stamp	.75
		275 postals and printing 2 forms	4.75
		1,700 bristol cards and printing	12.75
		400 card envelopes	1.60
		Engraving plate	1.90
		50 tablets, 4030	3.50
		25 tablets, 4028	1.25
		100 Congress tie envelopes and printing	3.00
		Printing 500 blanks	6.75
		500 manilla envelopes and printing	2.50
		1 gross pens	.65
		500 stamped envelopes and printing	13.00
		½ ream Crane's bond letter	2.60
		1 memorandum book	.50
		Printing 1,000 envelopes	1.50
		1 day-book, indexed	4.50
		1,000 stamped envelopes and printing	24.75
		1 memorandum book	.40
		1,000 shipping tags and strings	1.50
		2 index books	.85
		Printing 2,000 envelopes	3.00
		1 stub file	1.25
		2 scrap files	2.50
		50 recommendation envelopes	1.50
		1 package official envelopes	.10

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
July 23	6310	Easton & Rupp—Continued.		
		1889.		
		July 3. 250 white envelopes	$0.60	
		100 recommendation envelopes	3.00	
		1 package blue blotting	.08	
		Stamping note	1.25	
		1 ream of letter printed, 2 forms	5.00	
		1½ reams letter printed, 2 forms, tabletted	6.45	
		100 cards and printing	.75	
		200 postal cards and printing	3.50	
		Printing letter blanks, 3 forms	3.50	
		1 Wirt pen	2.00	
		1,000 stamped envelopes and printing	24.65	
		300 postals and printing	4.50	
		1,000 stamped envelopes and printing	24.75	
		1,000 stamped envelopes and printing	24.75	
		1,000 stamped envelopes and printing	24.75	
		1 journal, 6 quires	3.00	
		1 letter book	.95	
		Indexing book	.30	
		Printing envelopes	.75	
		500 stamped envelopes and printing	13.00	
		50 tablets, 4030	3.50	
		50 tablets, 4028	2.50	
		500 stamped envelopes and printing	13.00	
		1 cap copying book	1.25	
		Engraving plate and 100 cards	2.35	
		Engraving die	2.50	
		½ ream Distaff note and stamping	2.90	
		250 Distaff envelopes and stamping	1.75	
		1,000 stamped envelopes and printing	24.75	
		Stereotyping calendar	.85	
		200 postals and printing	4.25	
		100 cards and printing	.75	
		500 cards and printing	3.75	
		¼ quire paper	.20	
		3 packages bond envelopes	.60	
		Cutting paper	.25	
		½ dozen pencils	.30	
		2 tablets	.80	
		Printing 1,000 envelopes	1.50	
		6 linen tablets	1.08	
		300 postals and printing	4.75	
		Stamping note	1.00	
		Engraving plate, 1,000 sheets and printing	32.00	
		Engraving plate, 1,000 cards and printing	13.50	
		500 sheets and engraving and printing	13.00	
		250 cards and printing	3.25	
				$430.11
	6311	Robert Beall:		
		1889.		
		July 1. 150 cards and printing	1.50	
		1 Statesman's Year Book, 1889	2.70	
		2 packages card envelopes	.30	
		1 Higginson's Young Folks' History	1.50	
		1 North American Review	.50	
		1 Wigmore's Australian Ballot System	1.40	
		50 cards and printing	.50	
		1 American Commonwealth, 2 volumes	6.00	
		1 Randolph, $3, 1 Century Magazine, 35 cents	3.35	
		1 False Start, 50 cents; 1 Dangerous Catspaw, 30 cents	.80	
		1 Strange Manuscript, 50 cents; 1 Cost of a Lie, 25 cents	.75	
		1 Guilderoy, 25 cents; 1 Pigs in Clover, 25 cents	.40	
		1 box note paper, $1.50; 1 writing desk, $5.50	7.00	
		1 screen album, $4.50; 1 picture panel, $1.50	6.00	
		2 packs playing-cards	1.20	
		4 novels	1.50	
		Engraving die, 3 lines	5.00	
		½ ream Irish linen note, 2 sizes	2.25	
		Stamping do	1.00	
		10 packages Irish linen envelopes	2.25	
		1 St. Nicholas for 1889, 2 volumes	4.00	
		1 Boy Travellers, $3; 1 Pigs in Clover, 15 cents	3.15	
		1 Boston Cook Book	2.00	
		1 Statesman's Manual, 1889	3.00	

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1889.				
July 23	6311	**Robert Beall—Continued.**		
		1889.		
		July 1. 1 Webster's quarto Dictionary	$10.00	
		1 Thompson's History of Tariff	2.50	
		1 Statesman's Year Book, 1889	3.00	
		1 Mulhall's Dictionary of Statistics	3.00	
		1 Mulhall's History of Prices	2.00	
		1 Taxation and Revenue Discussed	.25	
		1 Twenty-two Years' Protection	.25	
		1 Science and Health, and postage	3.50	
		1 World Almanac, and postage	.30	
		3 packs cards	1.60	
		1 dozen hexagon pencils	.75	
		1 Bancroft's History United States	13.50	
		1 Eliot's Debates, 5 volumes	12.50	
		2 volumes McMaster's History United States	5.00	
		1 Official Postal Guide	1.00	
		1 Crump's Fall in Prices, and postage	2.11	
		1 quire cloth-linen note	.25	
		1 Constance and Colbut's Rival	.50	
		1 Indiana	1.25	
		1 Protectionism	1.00	
		1 Sophisms of Protection	1.00	
		1 Maxims and Proverbs, 2 volumes	5.00	
		1 Capital	3.00	
		1 Johnson's Works	23.75	
	6312	**Frank M. Lewis:**		
		1889.		
		July 1. 50 cards and printing	.40	
		6. Plate, address, and 500 cards	5.30	
		Express on same	.80	
		Plate, 200 cards, and address	3.05	
		500 cards and address	3.75	
		Stamping card-case	.35	
		200 cards, Mr. and Mrs	1.50	
		100 cards, Miss	.75	
		Plate and 200 cards, and address	3.05	
		Stamping-paper	.40	
		100 cards, C. H	.75	
		1 box note	.75	
		100 cards, R. W	.75	
		Cards, J. C	1.75	
		600 wedding invitations	27.50	
		2 boxes billet stationery	2.25	
		2 boxes octavo stationery	2.25	
		Cutting die, special	4.50	
		Cards, R. W	.75	
		Plate and cards	1.75	
		100 cards, Mr. and Mrs	.75	
		100 cards, Mr. and Mrs	.75	
		100 cards, W. C., jr., and postage	.85	
		Cards, J. C	5.00	
		Paper, J. C	4.75	
		4 boxes paper	3.00	
		1 box cards	.25	
		1 box cards	.50	
		8. Plate and cards	2.50	
		6. Cutting die, 4 boxes, and stamping	7.25	
		100 cards, R. W	.75	
	6313	**William Ballantyne & Son:**		
		1889.		
		July 14. Copying press	7.00	
		Letter copy book	1.20	
		2 gross rubber bands No. 17, at 18 cents	.36	
		1 gross rubber bands No. 32	.50	
		3 memorandum books, at 8 cents	.24	
		1 memorandum book	.10	
		Bottle mucilage	.05	
		Pen rack	.20	
		Copying brush	.32	
		Copying dampener	.50	
		5 sheets blotter, at 6 cents	.30	
		1 sheet oil board	.12	

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Sept. 11.	6351	Detre & Blackburn:		
		1889.		
		Aug. 26. 550 gross steel pens, assorted at 56 9-10 cents	$312.95	
		25 reams, 21 by 33, Whiting's standard M. F. No. 31, at $12.49	312.25	
		31. 100 reams Crane's bond letter, 21, at $2.43	243.00	
		50 reams Crane's packet, 21, at $1.86	93.00	
		Sept. 2. 1 ream parchment, 60 sheets, at 35.9 cents	21.04	
				$982.24
	6352	Rider & Addison:		
		1889.		
		July 15. ¼ dozen common knives, 12,815, at $7	3.50	
		Aug. 9. 6 dozen inkstands, No. 32, at $6.60	39.60	
		1 dozen inkstands, E	2.20	
		½ dozen inkstands, 48, at $13.20	6.60	
		½ dozen inkstands, 45, at $19.89	9.90	
		½ dozen inkstands, K, at $5.50	2.75	
		3 dozen inkstands, 60, H. C., at $1.50	4.50	
		2 dozen inkstands, safety, No. 1, at $3.36	6.72	
		2 dozen inkstands, 2, at $5	10.00	
		½ dozen inkstands, 263, at $5.50	2.75	
		1 dozen inkstands, 33	11.00	
		½ dozen inkstands, 262, at $4.25	2.12	
		½ dozen inkstands, 257, at $6.60	3.20	
		½ dozen inkstands, 255, at $3.50	1.75	
		2 dozen inkstands, 29, at $3.50	7.00	
		1 dozen inkstands, 76	7.25	
		2 dozen inkstands, 73, at $3.25	6.50	
		¼ dozen inkstands, 74, at $5.50	1.37	
		½ dozen inkstands, 35, at $21	1.75	
		2½ dozen pocket scissors, at $3.80	7.91	
		1 5-12 dozen pocket scissors, at $3.45	4.88	
		2 1-12 dozen pocket scissors, at $3.75	7.81	
		1 1-12 dozen pocket scissors, at $3.95	6.25	
		17. 1,200 tablets, No. 4030, at $4.66 per 100	55.92	
		600 tablets, No. 4028, at $3.22	19.32	
		100 tablets, No. 4142, ruled, at $5.40	5.40	
		56 tablets, No. 4142, plain, at $5.40	3.02	
		150 tablets, No. 4144, ruled, at $8.28	12.42	
		52 tablets, No. 4144, plain, at $8.28	4.31	
		50 tablets, No. 4148, at $10.06	5.03	
		100 tablets, No. 4146, at $10.06	10.06	
		2 dozen quarts Carter's combined ink, at $5.80	11.60	
		2 dozen pints Carter's combined ink, at $3.62	7.24	
		2 dozen 8-ounce Carter's combined ink, at $2.16	4.32	
		2 dozen quarts Carter's fluid, at $3.63	7.26	
		2 dozen 8-ounce Carter's fluid, at $1.23	2.46	
		6 dozen quarts mucilage, at $5.80	34.80	
		6 dozen pints mucilage, at $3.25	19.50	
	6351	Aug. 17. 12 dozen sponge-top mucilage, at 9 cents	11.64	
		2 dozen Seymour's shears, st. tr. N. P. 6, at $4.93	9.86	
		3 dozen Seymour's shears, st. tr. N. P. 7, at $5.85	17.55	
		3 dozen Seymour's shears, st. tr. N. P. 8, at $6.65	19.95	
		3 dozen Seymour's shears, st. tr. N. P. 9, at $7.19	21.57	
		3 dozen Seymour's shears, st. tr. N. P. 10, at $8.88	26.64	
		2 dozen Seymour's shears, st. tr. N. P. 11, at $11.74	23.48	
		2 dozen Seymour's shears, st. tr. N. P. 12, at $12.98	25.96	
				516.72
	6355	Robert Beall:		
		1889.		
		July 31. 1-6 dozen gold pens, No. 1, at $5.65	.94	
		1-6 dozen gold pens, No. 2, at $6.85	1.14	
		¼ dozen gold pens, No. 3, at $8	2.00	
		¼ dozen gold pens, No. 4, at $9.65	2.41	
		1-6 dozen gold pens, No. 5, at $12.10	2.01	
		1-6 dozen gold pens, No. 6, at $14.45	2.40	
		1-6 dozen gold pens, No. 7, at $17.65	2.94	
		1-6 dozen gold pens, No. 8, at $22.45	3.74	
		1-6 dozen gold pens, No. 9, at $8	1.33	
		1-6 dozen gold pens, No. 10, at $12	2.00	
		1-6 dozen gold pens, No. 11, at $14.45	2.40	
		1-6 dozen gold pens, No. 12, at $17.65	2.94	
		1-6 dozen gold pens, No. 13, at $22.40	3.73	
		1-6 dozen gold pens, No. 4 commercial, at $9.65	1.60	
		1-6 dozen gold pens, No. 5 commercial, at $12.10	2.01	

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	T
1889.				
Sept. 11	6355	Robert Beall—Continued:		
		1889.		
		July 31. 1-6 dozen gold pens, No. 6 commercial, at $14.45	$2.40	
		1-6 dozen gold pens, No. 5 oblique, at $14.45	2.40	
		1-6 dozen gold pens, No. 5 Newplus, at $12.10	2.01	
		1-6 dozen gold pens, No. 4 falcon, at $16	2.66	
		1-6 dozen gold pens, No. 4 professional, at $9.60	1.60	
		1-6 dozen gold pens, No. 4 stub, at $9.65	1.60	
		1-6 dozen gold pens, No. 5 stub, at $12.10	2.01	
		1-6 dozen gold pens, No. 6 stub, at $14.45	2.40	
		1-12 dozen ivory desk pen and holders, No. 3, at $11.60	.96	
		1-12 dozen ivory desk pen and holders, No. 4, at $13.60	1.13	
		1-12 dozen ivory desk pen and holders, No. 5, at $16.80	1.40	
		1-12 dozen ivory desk pen and holders, No. 6, at $20	1.66	
		1-12 dozen ivory desk slide holders, No. 1, at $12.10	1.00	
		1-12 dozen ivory desk slide holders, No. 2, at $14.45	1.20	
		1-12 dozen ivory desk slide holders, No. 3, at $16.85	1.40	
		1-12 dozen ivory desk slide holders, No. 4, at $19.25	1.60	
		1-6 dozen agate desk pen and holder, No. 3, at $15.60	2.60	
		1-6 dozen agate slide pen and holder, No. 3, at $16	2.66	
		1-12 dozen pearl desk pen and holder, No. 1, at $12.10	1.00	
		1-12 dozen pearl desk pen and holder, No. 2, at $13.65	1.13	
		1-12 dozen pearl desk pen and holder, No. 3, at $15.65	1.30	
		1-6 dozen pearl desk pen and holders, No. 4, at $18	3.00	
		1-12 dozen pearl desk pen and holders, No. 5, at $21.65	1.80	
		1-12 dozen pearl desk pen and holders, No. 6, at $25.65	2.13	
		1-12 dozen pearl desk pen and holders, No. 7, at $30.45	2.53	
		1-12 dozen pearl desk slide pen and holders, No. 1, at $12.10	1.00	
		1-12 dozen pearl slide pen and holders, No. 2, at $14	1.16	
		1-12 dozen pearl slide pen and holders, No. 3, at $16	1.33	
		1-12 dozen pearl slide pen and holders, No. 4, at $18.45	1.53	
		1-12 dozen ebony desk pen and holders, No. 5, at $14.45	1.20	
		1-12 dozen ebony desk pen and holders, No. 6, at $17.25	1.43	
		1-12 dozen ebony desk pen and holders, No. 7, at $20.80	1.73	
		1-12 dozen ebony desk pen and holders, No. 8, at $26.50	2.20	
		1-12 dozen ebony slide pen and holders, No. 4, at $16.25	1.35	
		1-12 dozen ebony slide pen and holders, No. 5, at $18.80	1.56	
		1-12 dozen ebony slide pen and holders, No. 6, at $22.45	1.87	
		1-12 dozen ebony slide pen and holders, No. 7, at $27.25	2.27	
		1-12 dozen telescopic pen and holders, No. 4, at $16.80	1.40	
		1-12 dozen telescopic pen and holders, No. 5, at $20.80	1.73	
		1-12 dozen telescopic pen and holders, No. 6, at $24.80	2.06	
		1-12 dozen telescopic pen and holders, No. 7, at $29.65	2.47	
		½ dozen No. 1 rubber business pencils, at $3.40	1.70	
		½ dozen No. 2 rubber business pencils, at $4.25	2.12	

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Sept. 11	6355	Robert Beall—Continued:		
		1889.		
		July 31. ½ dozen No. 1 fancy business pencils, at $5.10	$2.55	
		½ dozen No. 1 celluloid business pencils, at $5.10	2.55	
		½ dozen No. 1 alligator business pencils, at $5.10	2.55	
		1 dozen No. 1 leads for business pencils	1.25	
		1-12 dozen nickel agate stylus, at $5	.41	
		1-12 dozen plated agate stylus, at $6	.50	
		1 7-12 dozen rubber penholders, assorted	2.45	
		1-6 dozen No. 2 Wirt pens, at $19	3.16	
		1-12 dozen No. 2 Wirt pens, gold-mounted, at $26	2.16	
		1-12 dozen No. 4 Wirt pens, at $24	2.00	
		1-12 dozen No. 4, Wirt pens, gold-mounted, at $30	2.50	
		1-12 dozen No. 5, Wirt pens, at $26	2.16	
		1-12 dozen No. 5, Wirt pens, gold-mounted, at $32	2.66	
		Sept. 10. 2½ dozen No. 1, rubber business pencils, at $3.40	8.50	
		1½ dozen No. 1, alligator business pencils, at $5.10	7.65	
		½ dozen No. 1 celluloid, business pencils, at $5.10	2.55	
		10-12 dozen stylus, assorted	4.58	
		2 10-12 dozen No. 2 long rubber holders, at $12 per gross	2.83	
		2 11-12 dozen No. 3, short rubber holders, at $18 per gross	3.16	
		½ dozen No. 7 short rubber holders, at $16 per gross	66	
		11-12 dozen No. 7 short reversible rubber holders, at $25 per gross	1.92	
		1-12 dozen No. 7 pocket rubber holders, at $28 per gross	2.33	
		½ dozen No. 3 Wirt pens, at $19 per dozen	6.33	
		10-12 dozen No. 4 Wirt pens, at $24 per dozen	20.00	
		1-6 dozen No. 4 Wirt pens, gold-mounted, at $30	5.00	
		10 dozen mansard papeteries, at $15	150.00	
				$351.69
16	6356	James R. Michael:		
		1889.		
		July 31. 5 reams climax blotting, 140 pounds, at $14.93		74.65
17	6357	Easton & Rupp:		
		1889.		
		Aug. 29. 4 dozen Thomas' black ink, quarts, at $3.86	15.44	
		4 dozen Thomas' black ink, pints, at $2.50	10.00	
		4 dozen Thomas' black ink, ½ pints, at $1.55	6.20	
		6 dozen Carter's red ink, 2 ounce, at $1.70	10.20	
		5 pounds David's sealing wax, at 75 cents	3.75	
		6 dozen stenographer books, No. 44½, at 96 cents	5.76	
		2 dozen record books, No. 146, at $2.00	4.00	
		6 dozen record books, No. 168, at $1.25	7.50	
		8 dozen memorandum books, assorted, at $3.22	25.76	
		30. 5-12 dozen pamphlet cases	2.43	
		4 dozen American ink, quarts, at $4.10	16.40	
		4 dozen American ink, pints, at $2.63	10.52	
		4 dozen American ink, ½ pints, at $1.75	7.00	
		Sept. 2. 110,000 white envelopes, No. 6, at $1.47	161.70	
		3. 12 dozen inkstands, No. 60, at 85 cents	10.20	
		10 pounds Dennison's wax, assorted, at 1.75	17.50	
		10 pounds Dennison's wax, assorted, small, at $1.75	17.50	
		4. 5 dozen visiting cards, No. 16, at $2	10.00	
		3 dozen visiting cards, No. 17, at $1.90	5.70	
		6. 4 dozen Arnold's fluid, quarts, at $4.19	16.76	
		4 dozen Arnold's fluid, pints, at $2.47	9.88	
		4 dozen Arnold's fluid, ½ pints, at $1.40	5.60	
		10 dozen terrace pins, at 70 cents	7.00	
		1 gross comb-holders	5.60	
		100 reams 12-pound letter, plain, at $1.96½	196.50	
		75 reams 12-pound letter, ruled and plain, at $1.96½	147.37	
		40,000 white envelopes, No. 5, at $1.38	55.20	
		55,500 white envelopes, No. 6, at $1.47	81.58	

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Tot
1889.				
Sept. 17	6357	Easton & Rupp—Continued :		
		1889.		
		Sept. 6. 50,000 white envelopes, No. 8¼, at $2.45	$122.50	
		77,000 white envelopes, No. 9, at $2.46	189.42	
		37,000 white envelopes, No. 10, at $2,79	103.23	
		7. 202,500 white envelopes, No. 6, at $1,47	297.67	
		1 dozen Shipman's files, 10x12	5.35	
		3 dozen desk pads, 19x24, at $6.15	18.45	
		1½ dozen desk pads, 12x19, at $4	6.00	
		1 dozen Mark Twain scrap-books, No, 33074	5.76	
		1 dozen Mark Twain scrap-books, No. 33076	7.49	
		1 dozen Mark Twain scrap-books, No. 33140	25.92	
		1 dozen Mark Twain scrap-books, No. 33150	34.56	
		7-12 dozen Mark Twain scrap-books, No. 33152	26.88	
		1 dozen record books, No. 20603	8.64	
		7-12 dozen record books, No. 20604	6.72	
		1 dozen record books, No. 20403	8.28	
		3 dozen index memorandums, No. 961, at $2.20	6.60	
		1 dozen index memorandums, No. 963	3.00	
		1 dozen memorandums, No. 1384	1.15	
		1 dozen index memorandums, No. 1681	5.35	
		1 dozen index memorandums, No. 1755	6.40	
		2 dozen index memorandums, No. 1701, at $3.50	7.00	
		2 dozen memorandums, No. 1209, at $1.80	3.60	
		10. 2 dozen maple rulers, 12-inch, at 95 cents	1.90	
		2 dozen maple rulers, 15-inch, at $1.15	2.30	
		2 dozen maple rulers, 18-inch, at $1.35	2.70	
		2 dozen table baskets, No. 2118, at $3.95	7.90	
		2 dozen table baskets, No. 357, at $4.65	9.30	
		5 dozen copying-press books, at $8.45	42.25	
		4 dozen sponge cups, No. 322, at 95 cents	3.80	
		4 dozen sponge cups, No. 321, at 90 cents	3.60	
		1 dozen sponge cups, 4-inch	1.00	
		3 dozen inkstands, No. 73½, at $1.75	5.25	
		1 dozen memorandums, No. 2820	2.75	
		11. 121,500 white envelopes, No. 6, at $1.47	178.60	
		12. 1,500 sheets Bristol board, 22x28, at $5.25	78.75	
				$2,
	6358	Easton & Rupp:		
		1889.		
		July 5. 1 blank book	.65	
		19. 1,000 stamped envelopes, and printed	24.75	
		24. 250 linen envelopes	.80	
		10 manila tablets, cap	.90	
		4 record books	1.60	
		26. 1 rubber stamp and postage	6.00	
		Aug. 6. 1 blank book	.90	
		Sept. 2. ½ ream note-paper and envelopes	2.40	
		2 gross note-paper and envelopes	1.15	
		Printing 2 reams paper tablets	3.85	
		Printing envelopes	1.50	
		6. 1 bottle mucilage	.22	
		11. 2 marking brushes	.30	
		12. 1,000 stamped envelopes, printed	24.75	
19	6360	Wm. Ballentine & Son:		
		1889.		
		Aug. 13. 98 gross Faber hexameter pencils, at $5.65	553.70	
		6 gross Faber round pencils, at $4.10	24.60	
		3 gross Faber mammoth pencils, at $1.40	4.20	
		3 gross Faber small pencils, at 65 cents	1.95	
		1 great gross Faber bands, No. 9	.72	
		2 great gross Faber bands, No. 11, at 85½ cents	1.71	
		3 great gross Faber bands, No. 12, at 95 cents	2.85	
		5 great gross Faber bands, No. 13, at $1.05	5.25	
		3 great gross Faber bands, No. 14, at $1.14	3.42	
		3 great gross Faber bands, No. 17, at $1.43	4.29	
		12 gross Faber bands, No. 28, at 23 cents	2.76	
		24 gross Faber bands, No. 30, at 27 cents	6.48	
		24 gross Faber bands, No. 31, at 31 cents	7.44	
		24 gross Faber bands, No. 32, at 34½ cents	8.28	
		12 gross Faber bands, No. 00½, at 47½ cents	5.70	
		12 gross Faber bands, No. 0 0½, at 57 cents	6.84	
		12 gross Faber bands, No. 0 0 ½, at 66½ cents	7.98	
		12 gross Faber bands, No. 00½, at 66½ cents	7.98	
		12 gross Faber bands, No. 000½, at 76 cents	9.12	
		12 gross Faber bands, No. 0 000½, at 85½ cents	10.26	
		12 gross Faber bands, No. 00½, at 95 cents	10.26	

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Sept. 19	6360	Wm. Ballentine & Son—Continued:		
		1889.		
		Aug. 13. 12 gross Faber bands, No. 000¼, at $1.04½	$11.40	
		12 gross Faber bands, No. 0000¼, at $1.33	12.54	
		12 gross Faber bands, No. 000¾, at $1.52	15.96	
		12 gross Faber bands, No. 0000¾, at 28 cents	18.21	
		500 gross Faber bands, assorted, at 80 cents	140.00	
		3 gross pen-holders, No. 2440, at 25 cents	2.40	
		3 gross pen-holders, No. 401	.75	
		1 gross pen-holders, No. 3191	1.52	
		1 gross pen-holders, No. 1620	2.54	
		2 gross pen-holders, No. 3686, at $4.18	8.36	
		1 gross pen-holders, No. 1856	1.71	
		1 gross pen-holders, No. 1630	1.43	
		31. 1,000 McGill's fasteners, No. 1	2.40	
		10,000 McGill's fasteners, No. 2, at $2.40	24.00	
		2,000 McGill's fasteners, No. 3, at $2.75	5.50	
		2 dozen pen-racks, No. 7011, at 90 cents	1.80	
		2 dozen pen-racks, No. 314, at $1.19	2.38	
		2 dozen pen-racks, No. 354, at $1.19	2.38	
		1 dozen sponge cups, 3 inches	.50	
		1 dozen sponge cups, 3½ inches	.68	
		1 dozen sponge cups, 4 inches	.90	
		2 dozen memorandum books, No. 1256, at 68 cents	1.36	
		12 dozen O. K. files, letter, at $2.40	28.80	
		1 dozen O. K. files, cap	2.80	
		Sept. 4. 3 1-12 dozen baskets, 20-1, at $3.05	9.40	
		5 1-12 dozen baskets, 20-2, at $4.10	20.84	
		1 1-12 dozen baskets, 1463 B, at $3.80	4.12	
		1 1-12 dozen baskets, 1463 A, at $4.80	5.20	
		1 1-12 dozen memorandum books, 1425, at $2.50	2.71	
		5. 3 dozen mammoth ink and pencil erasers, at $1.40	4.20	
		6. 1-12 dozen memorandum books, 740, at $2.15	.18	
		7-12 dozen memorandum books, 731½, at $1.70	.99	
		7-12 dozen memorandum books, 1836, at $1.85	1.08	
		2 1-12 dozen memorandum books, 2271, at $1.45	3.02	
		1 1-12 dozen memorandum books, 2268, at $1.45	1.57	
		1-12 dozen memorandum books, 2260, at $1.55	.13	
		1-12 dozen memorandum books, 2040, at $9	.75	
		1 1-12 dozen memorandum books, 730, at $1.25	1.35	
		7-12 dozen memorandum books, 520, at $3.75	2.19	
		7. 1,000 paper fasteners, No. 1	2.40	
				$1,036.27
28	6362	Frank M. Lewis:		
		1889.		
		Sept. 12. 1 ream octavo linen cloth	2.50	
		500 envelopes to match, at $5	2.50	
		1½ reams azure linen, at $2.50	3.75	
		750 envelopes to match, at $5	3.75	
		1 envelopes to match, at $2.50	3.75	
		1,250 envelopes to match, at $5	6.23	
		1 ream octavo paper, at $2.50	2.50	
		24. 36 boxes, 5451, linen, at $1	39.60	
		36 boxes, 5421, linen, at $1	36.00	
		60 boxes, 4451, linen, at 65 cents	39.00	
		60 boxes, 4321, linen, at 50 cents	30.00	
		60 boxes, 4351, linen, at 55 cents	33.00	
		60 boxes, 4421, linen, at 60 cents	36.00	
		120 boxes Irish linen, 211, N. 13, at 80 cents	96.00	
		120 boxes Irish linen, 213, at 70 cents	84.00	
		120 boxes Irish linen, 211, R. 12, at 66⅔ cents	80.00	
		120 boxes Irish linen, 213, R. 12, at 56⅔ cents	68.00	
				566.60
	6363	Robert Beall:		
		1889.		
		Sept. 13. 5-12 dozen No. 7 short rubber-holders, at $16 per gross	.55	
		1 11-12 dozen No. 7 rubber reverse-holders, at $28 per gross	4.47	
		14. 1-12 dozen No. 4 Wirt pens, at $24	2.00	
		3 dozen 9-inch ivory-folders, at $4.94	14.82	
		3 dozen 10-inch ivory-folders, at $5.25	15.75	
		17. ¼ dozen boxes No. 1 business leads, at $1.25	13.75	
		23. 3 dozen leather-covered scissors, 5-inch, at $8.87	26.61	

Contingent fund, House of Representatives—Stationery, 1889—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Sept. 28	6363	Robert Beall—Continued:		
		1889.		
		Sept. 23. 3 dozen leather-covered scissors, 6-inch, at $10.06	$30.18	
		3 dozen leather-covered scissors, 7-inch, at $11.62	34.86	
				$142.99
Oct. 26	6379	Frank M. Lewis:		
		1889.		
		Oct. 1. 1,000 sheets parchment, 16 by 22, at 35 1-6 cents		351.66
	6380	Frank M. Lewis:		
		1889.		
		July 17. Engraving seal	.50	
		30. Repairs to two gold pens	1.25	
		Oct. 7. K. T. cards	1.25	
		16. Cutting plate and 350 invitations	26.50	
		22. Pocket-book	4.50	
				34.00
31	6390	Rider & Addison:		
		1889.		
		Sept. 26. 19 cases scissors, 7847, at $4.35	82.65	
		25 cases scissors, 5430, at $2.45	61.25	
		13 cases scissors, 6451, at $3.20	41.60	
		1 case scissors, 6402	3.95	
		3 reams Parson's envelope paper	20.00	
		2 reams Parson's envelope paper		
		Oct. 2. 200 memorandum books, at 14½ cents	29.00	
		200 insides, at 3 cents	6.00	
		500 sheets 22-28 bristol, at 6 cents	30.00	
		8. 1 dozen Wostenholm knives, 15151, at $27.45	27.45	
		1 dozen Wostenholm knives, 15125, at $27.45	27.45	
		½ dozen Wostenholm knives, 8635, at $23.30	12.15	
		2 dozen Wostenholm knives, 12825, at $7.00	14.00	
		½ dozen Wostenholm knives, 16743, at $19.80	9.90	
		½ dozen Wostenholm knives, 16752, at $17.35	8.67	
		½ dozen Wostenholm knives, 20687, at $16.65	8.32	
		1 dozen Wostenholm knives, 15854, at 15.30	15.30	
		½ dozen Wostenholm knives, 15532, at $13.75	6.87	
		½ dozen Wostenholm knives, 15187, at $13.95	6.97	
		½ dozen Wostenholm knives, 12413, at $13.95	6.97	
		½ dozen Wostenholm knives, 9259, at $9.45	4.72	
		½ dozen Wostenholm knives, 15705, at $9.90	4.95	
		½ dozen Wostenholm knives, 16710, at $12.85	6.42	
		½ dozen Wostenholm knives, 15628, at $12.40	6.20	
		½ dozen Wostenholm knives, 9256, at $7.45	3.72	
		½ dozen Wostenholm knives, 16583, at $13.95	6.97	
		1 dozen Wostenholm knives, 16583, at $13.95	13.95	
		1 dozen Wostenholm knives, 6207, at $16.45	16.45	
		1 dozen Wostenholm knives, 13553, at $20.50	20.50	
		1 dozen Wostenholm knives, 9322, at $17.35	17.35	
		1 dozen Wostenholm knives, 14414, at $17.80	17.80	
		1 dozen Wostenholm knives, 14751, at $12.85	12.85	
		1 dozen Wostenholm knives, 13429, at $18.70	18.70	
		1 dozen Wostenholm knives, 6202, at $14.40	14.40	
		1 dozen Wostenholm knives, 15846, at $21.15	21.15	
		1 dozen Wostenholm knives, 14074, at $23.40	23.40	
		1 dozen Wostenholm knives, 6202, at $16.45	16.45	
		1 dozen Wostenholm knives, 15846, at $12.60	12.60	
		1-12 dozen Wostenholm knives, 14074, at $28	2.33	
		1 dozen Wostenholm knives, 15061, at $18.45	18.45	
		1 dozen Wostenholm knives, 15058, at $12.15	12.15	
		1 dozen Wostenholm knives, 12633, at $15.10	15.10	
		1 dozen Wostenholm knives, at 14048, $17.10	17.10	
		1 dozen Wostenholm knives, at 14175, $16.20	16.20	
		1 dozen Wostenholm knives, 14851, at $16.15	16.15	
		1 dozen Wostenholm knives, 8245, at $17.35	17.35	
		1 dozen Wostenholm knives, 15037, at $14.85	14.85	
		1 dozen Wostenholm knives, 14389, at $11.50	11.50	
		1 dozen Wostenholm knives, 15405, at $15.10	15.10	
		1 dozen Wostenholm knives, 14366, at $14.40	14.40	
		1 dozen Wostenholm knives, 14225, at $15.10	15.10	
		3 dozen Wostenholm knives, 14340, at $27	81.00	
		1 dozen Wostenholm knives, 13406, at $19.35	19.35	
		1 dozen Wostenholm knives, 6172, at $17.35	17.35	
		1 dozen Wostenholm knives, 15713, at $22.50	22.50	
		1 dozen Wostenholm knives, 15656, at $22.50	22.50	
		1 dozen Wostenholm knives, 16610, at $16.67	16.67	

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Oct. 31	6390	Rider & Addison—Continued:		
		1889.		
		Oct. 8. 1 dozen Wostenholm knives, 14173, at $27	$27.00	
		1 dozen Wostenholm knives, 14165, at $13.95	13.95	
		1 dozen Wostenholm knives, 15297, at $25.20	25.20	
		1 dozen Wostenholm knives, 14284, at $16.20	16.20	
		1 dozen Wostenholm knives, 9402, at $22.05	22.05	
		1 dozen Wostenholm knives, 8273, at $19.15	19.15	
		1 dozen Wostenholm knives, 16412, at $18.90	18.90	
		1 dozen Wostenholm knives, 6560, at $12.15	12.15	
		1 dozen Wostenholm knives, 11978, at $21.15	21.15	
		1 dozen Wostenholm knives, 9445, at $20.50	20.50	
		1 dozen Wostenholm knives, 14129, at $15.55	15.55	
		1 dozen Wostenholm knives, 14431, at $22.05	22.05	
		1 dozen Wostenholm knives, 14421, at $19.35	19.35	
		1 dozen Wostenholm knives, 14419, at $20.95	20.95	
		1 dozen Wostenholm knives, 9421, at $15.55	15.55	
		1 dozen Wostenholm knives, 43431, at $22.05	22.05	
		1 dozen Wostenholm knives, 12930, at $17.55	17.55	
		1 dozen Wostenholm knives, 14396, at $19.15	19.15	
		1 dozen Wostenholm knives, 14392, at $14.40	14.40	
		1 dozen Wostenholm knives, 15475, at $17.35	17.35	
		1 dozen Wostenholm knives, 8278, at $18.90	18.90	
		1 dozen Wostenholm knives, 16291, at $15.55	15.55	
		1 dozen Wostenholm knives, 14159, at $13.75	13.75	
		1 dozen Wostenholm knives, 13809, at $18.25	18.25	
		1 dozen Wostenholm knives, 14374, at $16.90	16.90	
		1 dozen Wostenholm knives, 12012, at $15.75	15.75	
		1 dozen Wostenholm knives, 14370, at $13.50	13.50	
		1 dozen Wostenholm knives, 14348, at $16.65	16.65	
		1 dozen Wostenholm knives, 8255, at $16.20	16.20	
		1 dozen Wostenholm knives, 13613, at $16.20	16.20	
		1 dozen Wostenholm knives, 6638, at $12.85	12.85	
		1 dozen Wostenholm knives, 12385, at $13.35	13.35	
		½ dozen Wostenholm knives, 16165, at $20.95	10.47	
		½ dozen Wostenholm knives, 11746, at $45	22.50	
		½ dozen Wostenholm knives, 16317, at $19.80	9.90	
		3 dozen Wostenholm knives, 8762, at $34.20	102.60	
		½ dozen Wostenholm knives, 16528, at $19.35	9.67	
		½ dozen Wostenholm knives, 16658, at $31.90	15.97	
		½ dozen Wostenholm knives, 16657, at $35.10	17.55	
		½ dozen Wostenholm knives, 16638, at $21.60	10.80	
		8½ dozen Wostenholm knives, assorted, at $19.08	155.82	
				$1,947.86
	6395	Easton & Rupp:		
		1889.		
		Sept. 13. 12 dozen erasers, black, at $3.65	43.80	
		12 dozen erasers, white, at $1.40	52.80	
		5 dozen glass weights, at $3.85	19.25	
		6 dozen corkscrews, at $8	48.00	
		14. 120 reams 12-pound plain letter, at $1.96½	235.00	
		17. 80 reams 12-pound plain letter, at $1.96½	157.20	
		100 reams 12-pound plain letter, at $1.96½	196.50	
		5 dozen Congressional tie envelopes, at 15 cts.	.75	
		5 dozen Congressional tie envelopes, at 20 cts.	1.00	
		5 dozen Congressional tie envelopes, at 25 cts.	1.25	
		5 dozen Congressional tie envelopes, at 28 cts.	1.40	
		4½ dozen Congressional tie envelopes, at 35 cts.	1.63	
		5 dozen Congressional tie envelopes, at 39 cts.	1.95	
		20. 20 dozen sponges for cups, at $1	20.00	
		26. ½ dozen desk-pads, at $4	2.00	
		24 M. T. scrap-books	34.56	
		5 M. T. scrap-books	19.20	
		2 dozen memorandum-books, at $3	6.00	
		5-12 dozen blank-books	4.80	
		30. 6 dozen Eagle erasers, small, at 58 cents	3.48	
		6 dozen Eagle erasers, large, at $1.13	6.78	
		2 gross Crown pen-holders, No. 1, at $3.25	6.50	
		5 gross Crown pen-holders, No. 2, at $3.70	18.50	
		3 gross Crown pen-holders, No. 3, at $3.90	11.70	
		2 gross Crown pen-holders, No. 4, at $4	8.00	
		162,000 white envelopes, No. 6, at $1.47	238.14	
		Oct. 2. 1 dozen Crown pen-holders, indexed	10.60	
		½ dozen Crown pen-holders, indexed	7.10	
		1 dozen Crown pen-holders, cloth, indexed	11.00	
		2 dozen demy quartos, cloth blank books, indexed at $9	18.00	

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Oct. 31	6395	Easton & Rupp—Continued:		
		1889.		
		Oct. 2. 1 dozen demy quartos, cloth blank books, indexed	$7.80	
		58½ thousand white envelopes, No. 6, at $1.49	85.99	
		5. Lithographing 96,000 heads, and blocking	196.50	
		100 reams 12-pound letter, at $1.96½	313.50	
		12. 2 gross pocket-pencils, at $4.20	8.40	
		18. 5 gross pink tape, 21, at $27.48	137.40	
		2 gross Faber's red and blue pencils, at $11	22.00	
				$1,959
Nov. 20	6409	Robert Beall:		
		1889.		
		July 3. 1 purse, 75 cents; 1 American Almanac, $1.25	2.00	
		10. 1 McPherson's Hand-Book and postage	2.10	
		15. 1 pocket-book	6.00	
		1 box sealing-wax	1.00	
		19. 1 Roget's Thesaurus and postage	1.68	
		5 Century Magazines	1.75	
		1 North American Review, 50 cents; pen-holders, 12 cents	.62	
		22. 1 Popular Science, July	.50	
		1 American Almanac and postage	1.35	
		24. 1 American Almanac, paper	.35	
		25. 1 World's Best Books	1.25	
		Aug. 23. 1 Quarterly Journal Economics	.50	
		Sept. 14. 100 cards and printing, and 1 box paper	2.25	
		16. 1 Manual of Phonography	.80	
		Card cases and stationery	9.66	
		Oct. 1. 1 Demosthenes	1.15	
		5. 1 Life of Miss Alcott	1.50	
		7. 1 Magazine American History and postage	.56	
		15. 1 American Almanac and postage	1.25	
		29. 1 Autocrat at Breakfast-Table	2.50	
		1 Looking Backward	.50	
				$39.
	6410	Johnson & McCalmont:		
		1889.		
		Sept. 14. To 100 L. stamp protector memorandum, at 22 cents	22.00	
		25 celluloid stamp protector memorandum, at 22 cents	5.50	
				27.
	6411	The Francis T. Witte Hardware Company:		
		1889.		
		Oct. 31. 1 dozen knives, 22418 P	7.15	
		1 dozen knives, 1015	6.25	
		1 dozen knives, 1035	10.62	
		1 dozen knives, 3433	15.50	
		1 dozen knives, 1103	10.00	
		1 dozen knives, 1183	12.00	
		2 dozen knives, 1145, at $6.37	12.74	
		1 dozen knives, 1205	9.33	
		1 dozen knives, 1084	10.80	
		2 dozen steel corkscrews, No. 86, at $2.25	4.50	
				88.
20	6412	Easton & Rupp:		
		1889.		
		Sept. 17. 1 index memorandum	.40	
		1,000 stamped envelopes, and printing	24.75	
		19. 1 gross pens	.60	
		20. 1 tin box	1.00	
		24. Printing 500 envelopes	1.25	
		Printing 2 reams paper, blocked	3.85	
		1 bottle mucilage	.15	
		Oil and blotting board	.65	
		1 dozen pens and pen-holders	.15	
		Oct. 2. 2 dozen pens	1.25	
		5. 1 stub file	.65	
		11. 2,000 stamped envelopes, and printing	49.50	
		1,000 stamped envelopes, and printing	24.75	
		1 copying bowl and brush	1.00	
		16. 2,000 stamped envelopes, and printing	49.50	
		500 stamped envelopes, No. 9, and printing	14.00	
		18. 200 cards, and printing	1.50	
		Plate, and 100 cards	1.50	
		22. Cutting tablets	.20	
		2 dozens pens	.20	
				1

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of Voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
Nov. 25	6416	John F. Paret:		
		1889.		
		Oct. 6. 6 Paret's ink-manifold books, at $3	$18.00	
		100 sheets Wortman's ink-manifold books	4.00	
				$22.00
	6417	The Washington Post Company:		
		For the Washington Post, daily and Sunday, furnished by order of the Clerk from Nov. 24, 1889, to June 30, 1889, to the Hon. Wm. M. Springer		4.40
	6419	Wm. Ballentyne & Son:		
		1889.		
		Sept. 18. 1 1-12 dozen memorandum-books, 731½, at $1.85	2.00	
		2 1-12 dozen memorandum-books, 884½, at $1.15	2.40	
		20. 3 1-12 dozen Carter's indelible ink, at $1.80	5.55	
		21. 3 1-12 dozen office baskets, No. 20-3, at $4.75	14.65	
		Nov. 7. 1-12 dozen pen-racks, 7011, at 90 cents	.67	
		1-12 dozen pen-racks, 31 H, at $1.19	.10	
		1-12 dozen pen-racks, 35 H, at $1.19	.10	
				24.87
30	6438	Easton & Rupp:		
		1889.		
		Nov. 2. ½ ream linen note, stamped	2.75	
		½ ream linen envelopes, stamped	3.25	
		7. 1 bottle stamping ink	.40	
		1 Hawkeye camera	15.00	
		2 extra plates	2.00	
		1 Shannon file	1.25	
		1 tin box	1.00	
		½ ream note	.75	
		1 box envelopes	.75	
		1 dozen thumb tacks	.40	
		1 18-inch ruler	.50	
		18. 2 sheets carbon paper	.10	
		2 four-quire blank books	3.60	
		Repairing fountain pen	.85	
		19. 1 match safe	.25	
		1 box brass-head tacks	1.00	
		Ruling and cutting 5 reams letter	3.75	
		500 2-cent stamped envelopes and printed	13.25	
		500 2-cent stamped envelopes and printed	11.25	
		2 three-quire blank books	1.50	
		1 dozen sheets oil board	.60	
		1 record book	1.85	
		1 copy press stand, bowl, and brush	13.50	
		25. 4 blank books and indexing	4.00	
		Indexing books	.30	
		1 post-office box	.50	
		1 ribbon for type-writer	.90	
		1 ink pad	.75	
		26. 500 2-cent stamped envelopes, and printing	13.25	
		1,000 2-cent stamped envelopes, and printing	24.75	
		3 boxes bond note	1.80	
		3 boxes envelopes	1.95	
		1 ream note and 250 envelopes	1.70	
		1 copying press	6.00	
		Oil and board blotting	.25	
		1 bowl and brush	1.05	
				136.75
	6439	Easton & Rupp:		
		1889.		
		Nov. 2. 108 reams 14-pound foolscap, at $2.28½	246.78	
		36 reams 14-pound foolscap, at $2.28½	82.26	
		80 reams 12 laid letter, at $1.96½	157.20	
		1 dozen Mark Twain scrap books, No. 33.76	7.49	
		25 postal cards	250.00	
		Lithographing 25,000 postal cards, at $3.50	87.50	
		4 post-office boxes, 1 part, at 25 cents	1.00	
		6 post-office boxes, 2 part, at 35 cents	2.10	
		6 post-office boxes, 3 part, at 50 cents	3.00	
		4. 2 porcelain pen-wipers, No. 2 W., at 35 cents	.70	
		2 porcelain pen-wipers, No. 5 W., at 35 cents	.70	
		2 porcelain pen-wipers, No. 5 S., at 35 cents	.70	
		2 porcelain pen-wipers, No. 2 S., at 40 cents	.80	
		2 porcelain pen-wipers, No. 364, at 55 cents	1.10	
		2 porcelain pen wipers, No. 3674, at 65 cents	1.30	
		2 porcelain pen-wipers, No. 3954, at 50 cents	1.00	
		2 porcelain pen-wipers, No. 05 S., at 45 cents	.90	
		6 dozen finger-shields, at 40 cents	2.40	

Contingent fund, House of Representatives—Stationery, 1890—Continued.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889. Nov. 30	6439	Easton & Rupp—Continued:		
		1889. Nov. 5. 300 No. 10 reversible envelopes, at $4.50	$13.50	
		100 No. 11 reversible envelopes, at $4.50	5.00	
		100 No. 9 reversible envelopes, at $4.50	4.00	
		6. 64½ reams white-laid extra superior letter, No. 12, at $1.96½	126.74	
		7 reams 14-pound cap, at $2.28½	16.00	
		11½ reams 14-pound legal cap, at $2.29	26.34	
		80 reams 7-pound packet note, at $1.13½	91.00	
		8. 8 dozen large thumb tacks, at 35 cents	2.80	
		6 dozen small thumb tacks, at 25 cents	1.50	
		11. 145½ reams packet note, ruled, at $1.13½	165.51	
		53½ reams 12-pound letter, at $1.96½	105.73	
		20. 1 library inkstand, No. 1423	3.85	
		1 library inkstand, No. 1424	3.85	
		1 library inkstand, No. 1023	3.15	
		1 library inkstand, No. 1761	4.00	
		1 library inkstand, No. 7640	2.25	
		1 library inkstand, No. 205	1.75	
		1 library inkstand, No. 480	.80	
		1 library inkstand, No. 10	.50	
		1 library inkstand, No. 3	1.10	
		2 library inkstands, No. 591, at 65 cents	1.30	
		3 library inkstands, No. 440, at 40 cents	1.20	
		2 library inkstands, No. 1746, at 35 cents	.70	
		2 library inkstands, No. 1747, at 37 cents	.74	
		2 library inkstands, No. 1671½, at 45 cents	.90	
		2 library inkstands, No. 1534	1.10	
		2 library inkstands, No. 65	.60	
		1 library inkstand, No. 4482	1.10	
		6 matchsafes, No. 1, at 20 cents	1.20	
		6 matchsafes, No. 40, at 15 cents	.90	
		2 inkstands, No. 52, at 25 cents	.50	
		9 mucilage stands, No. 14, at 25 cents	2.25	
		9 mucilage stands, No. 182, at 30 cents	2.70	
		1 gross Esterbrook bank pens	.55	
		1 gross Esterbrook Falcon pens	.55	
		1 dozen qts. Caw's ink	5.00	
		1 dozen qts. Caw's ink	2.75	
		1 dozen ½ pts. Caw's ink	1.75	
		25. 12 reams type-writer cap paper, medium, at $1.20	14.40	
		12 reams type-writer cap paper, heavy, at $1.50	18.00	
		26. 4 dozen sheets oil board, 10x12, at 60 cents	2.40	
				$1,486.29
	6440	Gardner G. Howland, treasurer New York Herald: For the New York Herald, furnished by order of the Clerk from Nov. 27, 1889, to July 1, 1889, to the Hon. Wm. M. Springer		6.00
				12,653.93

Contingent fund, House of Representatives—Postage, 1890.

1889. July 24	6314	James R. Fisher: For postage-stamps to the following officers, House of Representatives, United States, to wit:		
		The Clerk, 500 10-cent stamps $50.00; 5,000 2-cent stamps 100.00	$150.00	
		The Sergeant-at-Arms, 10,000 2-cent stamps	200.00	
		The Postmaster, 2,500 2-cent stamps	50.00	
		The Doorkeeper, 750 2-cent stamps	15.00	
				$415.00

Contingent fund, House of Representatives—Packing boxes, 1890.

Date.	Number of voucher.	To whom paid and for what purpose.	Amount.	Total.
1889.				
July 24	6315	G. Edmonston:		
		1889.		
		July 15. To 999 Congressional packing-boxes, as per legislative, executive, and judicial appropriation bill approved Feb. 26, 1889		$2,987.00

Contingent fund, House of Representatives—Furniture and repairs, 1889.

1889.				
Oct. 21	6391	G. Edmonston:		
		1889.		
		April 9. Repairing trucks for Clerk's document-room	$3.50	
		June 20. Repairing 3 chairs, Clerk's document-room	2.25	
		25. Repairing table for folding-room	3.50	
		Repairing sofa for House document-room	.75	
		Hall of House of Representatives—		
		Mar. 2. Repairing desk 2 East	.50	
		June 6. Repairing 14 chairs	7.00	
		29. Cane-seating 63 large chairs	94.50	
		General repairs to members' desks	123.00	
		2 new desks furnished	54.00	
		Cleaning, varnishing, and recovering 337 desks and setting	1,179.50	
		Repairing lobby furniture	3.00	
		Mar. 16. Repairing sofa for House post-office	2.50	
		Repairing 3 chairs, House post-office	1.50	
		June 6. Altering cases for Committee on Elections	3.50	
		2 new file-cases for Committee on Elections	40.00	
		Repairing desk for Committee on the Library	1.50	
		Cane-seating chair for bath-room	1.50	
				$1,522.00

B.

STATIONERY FURNISHED THE OFFICERS OF THE HOUSE, REPORTERS OF DEBATES, STENOGRAPHERS OF COMMITTEES, REPORTERS' GALLERY, AND COMMITTEES, FROM JULY 1, 1889, TO DECEMBER 1, 1889.

Clerk.

1,500 envelopes, at $1.30	$1.95
2 000 envelopes, at $1.47	2.94
1,750 envelopes, at $2.79	4.89
500 envelopes, at $3	1.50
500 envelopes, at $4.20	2.10
1,500 envelopes, at $4.50	6.75
250 envelopes, at $5.04	1.26
32 tablets paper, at 22 cents	7.04
29 tablets paper, at 27 cents	7.83
16 tablets paper, at 35 cents	5.60
27 tablets paper, at 45 cents	12.15
2 tablets paper, at 63 cents	1.26
2 tablets paper, at 65 cents	1.30
2 scratch-books, at 3 cents	.06
10 scratch-books, at 5 cents	.50
17 scratch-books, at 6 cents	1.02
8 Excelsior tablets paper, at 10 cents	.80
4 Excelsior tablets paper, at 15 cents	.60
1 ream note-paper	1.02
1 ream note-paper	1.60
1 ream note-paper	2.00
1 ream note-paper	2.50
½ ream note-paper, at $2.32	1.16
1 ream letter-paper	2.68
1 ream letter-paper	3.13
1½ ream letter-paper, at $3.77	4.72
2 quires legal-cap paper, at 13 cents	.26
1 ream foolscap paper	2.45
1 ream legal-cap paper	2.87
1 ream bill-cap paper	4.00
2 reams journal paper, at $3.50	7.00
1 font mucilage	.35
2 bottles mucilage, at 15 cents	.30
5 bottles mucilage, at 60 cents	3.00
1 bottle mucilage	.63
1 bottle mucilage	.44
1 bottle mucilage	.32
1 bottle mucilage	.35
2 bottles mucilage, at 29 cents	.58
1 bottle mucilage	.25
4 bottles ink, at 14 cents	.56
4 bottles ink, at 32 cents	1.28
1 bottle ink	.35
2 bottles ink, at 36 cents	.72
1 bottle ink	.40
4 bottles ink, at 46 cents	1.84
6 bottles ink, at 49 cents	2.94
2 bottles ink, at 13 cents	.26
1 rubber eraser	.08
7 rubber erasers, at 13 cents	.91
1 steel eraser	.82
9 steel erasers, at 40 cents	3.60
1 steel eraser	.43
9 red and blue pencils, at 8 cents	$0.72
7 red and blue pencils, at 9 cents	.63
1 dozen pencils	.29
1½ dozen pencils, at 36 cents	.54
17 dozen pencils, at 48 cents	8.16
16½ dozen pencils, at 50 cents	8.25
46 packages blotting-pads, at 5 cents	2.30
72 sheets blotting-pads, at 5 cents	3.60
24 dozen pens, assorted, at 10 cents	2.40
19 boxes pens, at 57 cents	10.83
1 box quill pens	.71
1 box rubber bands	.08
1 box rubber bands	.09
12 boxes rubber bands, at 28 cents	3.36
1 box rubber bands	.46
1 box rubber bands	.67
26 boxes rubber bands, assorted, at 35 cents	9.10
2 rubber marking pens, at 15 cents	.30
2 stenographer's note-books, at 10 cents	.20
1 letter-book	.71
1 blank book	.30
1 blank book	.75
1 blank book	.90
12 blank books, at $1.20	14.40
3 blank books, at $.25	3.75
3 blank books, at $1.50	4.50
1 blank book	1.75
2 dozen pen-holders, at 48 cents	.96
½ dozen pen-holders, at 50 cents	.25
6½ dozen pen-holders, at 60 cents	3.90
3 boxes fasteners, at 27 cents	.81
1 pair shears	.60
4 pairs shears, at $1.29	5.16
2 spools tape, at 21 cents	.42
1 paper-folder	.67
1 paper-folder	.88
1 ruler	.46
2 sponge-cups, at 8 cents	.16
1 sponge-cup	.21
1 sponge cup	.29
6 sponges, at 9 cents	.54
1 ink-stand	1.27
3 ink-stands, at $1.75	5.25
1 ink-stand	2.25
1 paper weight	.47
1 paper weight	.75
1 scrap-book	.75
1 letter opener	.39
Lithographing 25,000 postal-cards, at $3.50	87.50
Total	308.33

The Doorkeeper.

1,000 envelopes	$1.30
500 envelopes, at $1.47	.74
1,000 envelopes	1.50
12 blocks paper, at 10 cents	1.20
11 tablets paper, at 27 cents	2.97
8 tablets paper, at 22 cents	1.76
9 tablets paper, at 45 cents	4.05
4 steel erasers, at 40 cents	1.60
12 rubber erasers, at 13 cents	1.56
1 bottle mucilage	.32
1 bottle mucilage	.60
6½ dozen pencils, at 50 cents	3.25
2 bottles ink, at 15 cents	.30
2 bottles ink, at 36 cents	.72
1 bottle ink	.48
12 bottles ink (for members' desks), at 46 cents	5.52
6 bottles ink (for members' desks), at 43 cents	2.58
22 dozen pens (assorted), at 9 cents	$1.98
4 boxes pens, at 57 cents	2.28
1 box pens	.75
1 box pens	.75
1 dozen pen-holders	.45
1 dozen pen-holders	.50
1 sponge cup	.11
1 sponge cup	.09
6 sponge cups, at 13 cents	.78
1 spool tape	.21
1 blank book	1.00
1 blank book	.25
57 inkstands, for desks of members on floor, at 46 cents	26.22
Total	65.80

The Sergeant-at-Arms.

10 scratch-books, at 6 cents	$0.60	1 dozen pencils	$0.50
1 bottle ink	.13	1 box pens	.57
1 bottle ink	.45	4 blank books, at $1.80	7.20
1 bottle ink	.49		
24 sheets blotting-pads, at 5 cents	1.20	Total	13.54
48 packages blotting-pads, at 5 cents	2.40		

The Postmaster.

1,750 envelopes, at $1.50	2.63	5 boxes pens, at 57 cents	$2.85
3,000 envelopes, at $1.47	4.41	14 packages blotting-pads, at 5 cents	.70
750 envelopes, at $2.50	1.88	32 sheets blotting-pads, at 5 cents	1.60
1,350 envelopes, at $3	4.05	7 bottles mucilage, at 44 cents	3.08
6 red and blue pencils, at 8 cents	.48	2 bottles mucilage, at 60 cents	1.20
1 dozen red and blue pencils	1.09	2 bottles mucilage, at 62 cents	1.24
11 dozen pencils, at 50 cents	5.50	9 memorandum books, at 15 cents	1.35
4 tablets paper, at 22 cents	.88	4 memorandum books, at 21 cents	.84
3 tablets paper, at 25 cents	.75	6 memorandum books, at 25 cents	1.50
49 tablets paper, at 27 cents	13.23	1 dozen pen-holders	.30
1 ream letter-paper	2.16	12 pair scissors, at 53 cents	6.36
1 ream letter-paper	2.00	4 rubber erasers, at 13 cents	.52
4 bottles ink, at 49 cents	1.96	6 steel erasers, at 35 cents	2.10
2 scratch-books, at 4 cents	.08	7 boxes rubber bands, assorted, at 35 cents	2.45
46 scratch-books, at 5 cents	2.30	2 bill hooks, at 5 cents	.10
6 scratch-books, at 6 cents	.36		
11 scratch-books, at 7 cents	.77	Total	72.28
4 excelsior tablets paper, at 15 cents	.60		
12 blocks paper, at 8 cents	.96		

Reporters of Debates.

250 envelopes, at $1.30	$0.33	6 blank books, at 30 cents	$1.80
250 envelopes, at $1.47	.37	1 blank book	.50
250 envelopes, at $1.38	.35	1 blank book	.54
250 envelopes, at $2.40	.60	1 scrap-book	1.40
250 envelopes, at $2.46	.62	1 scrap-book	1.22
½ ream letter-paper, at $2.12	1.06	1 scrap-book	.50
1 ream note-paper	1.25	2 pencils, at 3 cents	.06
½ ream note-paper, at $1.34	.67	½ dozen pencils, at 40 cents	.20
½ ream note-paper, at $2	1.00	1 dozen pencils	.46
1½ dozen pen-holders, at 60 cents	.90	2 dozen pencils, at 50 cents	1.00
2 bottles of mucilage, at 25 cents	.50	50 reporters' books, at 15 cents	7.50
3 letter tablets, at 27 cents	.81	1 bottle ink	.15
4 letter tablets, at 45 cents	1.80	1 bottle ink	.22
1 scratch-book	.06	1 package blotting-pads	.05
1 scratch-book	.10	24 sheets blotting-pads, at 5 cents	1.20
1 scratch-book	.13	1 box rubber bands, assorted	.35
1 scratch-book	.15		
1 inkstand	.43	Total	28.68
2 blank books, at 20 cents	.40		

The Press gallery.

12 bottles ink, at 36 cents	$4.32	1,000 envelopes	$2.46
2 gross pencils, at $5.65	11.30	1,000 envelopes	1.47
6 dozen pen-holders, at 40 cents	2.40	48 packages blotting-pads, at 5 cents	2.40
4 boxes pens, at 57 cents	2.28	24 sheets blotting-pads, at 5 cents	1.20
6 reams envelope-paper, at $2	12.00	100 memorandum tablets, at 14½ cents	14.50
2 reams letter-paper, at $1.98	3.96	1 bottle mucilage	.60
2 reams note-paper, at 98 cents	1.96		
2 reams foolscap paper, at $2.45	4.90	Total	65.75

Committee on Elections.

1 dozen pencils	$0.50	½ ream legal-cap paper, at $2.45	$0.62
2 packages blotting-pads, at 5 cents	.10	2 letter tablets, at 27 cents	.54
6 sheets blotting-pads, at 5 cents	.30	1 bottle ink	.49
12 dozen pens, at 10 cents	1.20		
1 paper-weight	.60	Total	5.10
1 package type-writer paper	.75		

C.

Statement stationery-room from July 1, 1889, to December 1, 1889.

Stock on hand July 1, 1889	$7,996.62
Purchased from July 1, 1889, to December 1, 1889	13,226.41
Surplus December 1, 1889	26.50
Total	21,249.53
Issued to members from July 1, 1889, to December 1, 1889	4,243.01
Issued to officers and committees July 1, 1889, to December 1, 1889	559.48
Stock on hand December 1, 1889	16,447.04
Total	21,249.53

D.

Articles.	Issued to—				
	Post-office.	Engineer department.	Committee on Elections.	Clerk's office.	Doorkeeper's department.
Boxes matches	12	12	12	52	24
Cakes toilet soap	3			15	52
Boxes blacking	2	2		11	75
Blacking-brushes	1	2		4	5
Whisk-brooms				2	6
Feather dusters	1	2		3	20
Hair-brushes	1	2		5	14
Combs	1	2		7	13
Nail-brushes				6	6
Tumblers	2		1		23
Chamois-skins		2		1	6
Cloth brushes		2			1
Dust-brushes		2		1	15
Dust-pans		2		1	15
Brooms	2	3		2	13
Toilet paper ..... reams	1	5		16	65
Towels				252	60
Water-buckets	1	2			10
Sponges	4	10		10	31
Flesh-gloves				2	
Blacking-dips	1	2		5	5
Ice-picks	1				
Zinc buckets				1	
Bars common soap	2			2	1
Scrubbing-brushes		10		3	10
Castile soap		1		5	6
Wax tapers		486		13	36
Hair sweeps		2			13
Wash-bowl				1	
Wash pitchers				1	
Sand-soap				1	37
Mouse-traps				1	
Gas-lighters				1	
Tub-brushes				6	
Hand-brushes				6	

NOTE.—There were issued to Doorkeeper's department, 30 paste-brushes, 2 papers of tacks, 3 packages soap powder, 10 pounds rotten-stone, and 10 gallons ammonia.

E.

GENERAL SUMMARY OF ACCOUNTS, SHOWING THE AMOUNTS APPROPRIATED, THE AMOUNTS EXPENDED, AND THE UNEXPENDED BALANCES, NOVEMBER 30, 1889.

Salaries officers and employés, 1890.

Amount appropriated	$421,082.48
Amount expended	129,711.29
Amount unexpended	291,371.19

Salaries Capitol police, 1890.

Amount appropriated	18,300.00
Amount expended	15,216.10
Amount unexpended	3,083.90

Material for folding, 1890.

Amount appropriated	16,000.00
Amount expended	6,869.12
Amount unexpended	9,130.88

Fuel and oil, 1890.

Amount appropriated	7,000.00
Amount expended	4,583.36
Amount unexpended	2,416.64

Furniture and repairs, 1889.

Amount unexpended	6,284.69
Amount expended	1,522.00
Amount unexpended	4,762.69

Packing boxes, 1890.

Amount appropriated	2,987.00
Amount expended	2,987.00

Postage.

Amount appropriated	525.00
Amount expended	415.00
Amount unexpended	110.00

Miscellaneous items, 1890.

Amount appropriated	21,800.00
Amount expended	2,483.25
Amount unexpended	19,316.75

Stationery, 1890.

Amount appropriated	47,625.00
Amount expended	12,853.93
Amount unexpended	34,771.07

Sales.

July 1, 1889. From sale of condemned stationery, by Thomas Dowling	268.39
Oct. 19, 1889. From sale of old carpets, by Thomas Dowling } Nov. 23, 1889. From sale of old carpets, by Thomas Dowling }	322.93
Nov. 29, 1889. From sale of waste paper, by Thomas Dowling	211.59
	802.91

Contra.

Oct. 2, 1889. By deposit No. 46,802 with United States Treasurer	268.39
Nov. 26, 1889. By deposit No. 47,282 with United States Treasurer	322.93
Nov. 30, 1889. By deposit No. 47,316 with United States Treasurer	211.59
	802.91

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51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 15.

JOHN W. HOPKINS.

Letter from the assistant clerk of the Court of Claims transmitting findings of loyalty and of fact in the case of John W. Hopkins against The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 3, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the finding of loyalty filed May 28, 1888, and of the findings of fact filed November 4, 1889, in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. John W. Hopkins *vs.* The United States. Congressional case, No. 426.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that John W. Hopkins, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 28, 1888.

[Court of Claims. Congressional case No. 426. John W. Hopkins *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 4th day of November, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 20th day of January, 1886.

R. A. Burton, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 28th day of May, 1888, found that the person alleged to have furnished the supplies, or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 28th day of May, 1889. The claimant, in his petition, makes the following allegations:

That the following property was taken from him during the war of the rebellion by the Army of the United States, under command of General Fred. Steele, for its use:

5,000 bushels of corn, in the field, at 75 cents	$3,750
50 head of beef cattle, weighing 400 pounds each, at 5 cents per pound	1,000
	4,750

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

The claimant, residing in Little Rock, Ark., in 1863, was the owner of two fields of corn of about 100 acres each, and a herd of cattle.

In September of that year the part of the Army of the United States under the command of General Fred. Steele encamped thereabouts, took and used corn of the claimant from said lots, of the value of $300, and cattle of the value of $875; in all, $1,175; for which the claimant has not been paid.

BY THE COURT.

Filed November 4, 1889.

A true copy.
Test, this 3d day of December, A. D., 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 16.

VICTOR H. NEWCOMER.

Letter from the assistant clerk of the Court of Claims transmitting findings of the Court of Claims in the case of Victor H. Newcomer, executor of John G. Miller, deceased, vs. The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 7, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional case, No. 1313. Victor H. Newcomer, executor of John G. Miller, *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that John G. Miller, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed April 23, 1888.

[Court of Claims. Congressional case No. 1313. Victor H. Newcomer, executor of John G. Miller, deceased, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 25th day of March, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 24th day of January, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney General, by W. I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 23d day of April, 1888, found that the person alleged to have furnished the supplies, or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 20th day of March, 1889. The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in the county of Washington, State of Maryland, and that he is the legal representative of John G. Miller, deceased, formerly a citizen of the county of Washington, in the State of Maryland; that letters testamentary were duly issued to him by the orphans' court of Washington County, Maryland, on the 27th day of March, 1877, and that a copy thereof is filed in the office of the clerk of the Court of Claims; that said decedent resided during the late war of 1861 in the county of Washington, and State of Maryland, and that, as legal representative, your petitioner has a claim against the United States for stores and supplies taken by or furnished to the Army of the United States for army use, at or near Funkstown, Washington County, Maryland, at the times hereinafter stated, and by the officers named, said property being reasonably worth, at the time and place, the value here given, that is to say:

Item.	Quantity and kind.	Value.	When and by whom taken.
1	144 bushels wheat, $1.25	$180	Taken July 11-15, 1862, by Fifth Army Corps.
2	60 bushels barley, $1.25	75	
3	160 bushels corn, 60 cents	96	
4	60 bushels oats, 60 cents	36	
5	16 tons hay, $15	240	
6	3,400 rails, 4½ cents	140	
		771	

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

Of the above-described property there were taken by the Army of the United States for their use, as alleged in the petition, stores and supplies of the value of $332, for which no payment appears to have been made by the defendants.

BY THE COURT.

Filed March 25, 1889.

A true copy.
Test, this 7th day of December, A. D. 1889.
[SEAL]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 17.

WILLIAM SHIFLER.

Letter from the Assistant Clerk of the Court of Claims, transmitting findings of the Court of Claims in the case of William Shifler v. The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 7, 1889.

SIR: Pursuant to the order of the Court, I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this Court by the committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. William Shifler *vs.* The United States. Congressional case No. 1507.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that William Shifler, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed April 23, 1888.

[Court of Claims. Congressional case, No. 1507. William Shifler *vs.* United States.]

At a Court of Claims held in the city of Washington on the 28th day of May, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the eighth day of February, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the twenty-third day of April, 1888, found that the person alleged to have furnished the supplies, or stores, or from whom they

were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 21st day of March, 1889. The claimant in his petition makes the following allegations:

That stores and supplies were taken for the use of the Army from the farm of the claimant near Boonesboro', Washington County, Maryland, in July, 1863, by the forces of General Kilpatrick, to wit:

400 bushels wheat	$500.00
1,520 rails	66.50
1 mare	150.00
Total	716.50

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

That of the above described property there was taken for the use of the Army by proper military authority quartermaster's stores of the fair and reasonable value of $140.

BY THE COURT.

Filed May 28, 1889.
A true copy.
Test, this 7th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 18.

MARY SYDENSTRICKER.

Letter from the assistant clerk of the Court of Claims transmitting findings of the Court of Claims in the case of Mary Sydenstricker vs. The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 7, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Mary Sydenstricker *vs.* The United States. Congressional case, No. 1479.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Mary Sydenstricker, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed November 5, 1888.

[Court of Claims. Mary Sydenstricker *vs.* The United States. Congressional case, No. 1479.]

At a Court of Claims held in the city of Washington on the 11th day of November, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 4th day of March, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by W. I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 3d day of November, 1888, found that the

person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 15th day of May, 1889. The claimant in her petition makes the following allegations:

That she is a citizen of the United States, residing on her farm in Greenbrier County, W. Va., and that in the summer of 1864 there was taken from her, on said farm, by the United States forces under the command of Generals Crook and Hunter, for the use of the Army, the following supplies and stores belonging to her:

70 head of sheep, at $5 each	$350
6 head of cattle, at $30 each	180
10 hogs, at $20 each	200
Total claim	730

The claimant "further states that her claim for compensation for said supplies and stores was presented to the Commissary General of Subsistence, under the act of July 4, 1864, and was disallowed by him, for the alleged reason that there was no proof, designating any proper officer, taking or receiving the property."

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

I.

The total value to the United States of so much of the supplies and stores set out in the claimant's petition as were taken from her by the United States forces, for the use of the Army, amounts to $395. It does not appear that she has received any compensation therefor.

BY THE COURT.

Filed November 11, 1889.
A true copy.
Test, this 7th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 19.

ALFRED POFFINBERGER.

Letter from the assistant clerk of the Court of Claims transmitting findings of the Court of Claims in the case of Alfred Poffinberger vs. The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 7, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Alfred Poffinberger *vs.* The United States. Congressional case, No. 1306.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Alfred Poffinberger, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 14, 1888.

[Court of Claims. Alfred Poffinberger *vs.* The United States. Congressional case, No. 1306.]

At a Court of Claims held in the city of Washington on the 11th day of March, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 24th day of June, 1889.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 14th day of May, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were al-

leged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 28th day of February, 1889. The claimant in his petition makes the following allegations:

"That he is a citizen of the United States, residing in the county of Marshall, State of Iowa, and has a claim against the United States for stores and supplies taken by or furnished to the army of the United States for army use, at or near Keedysville, Washington County, Md., at the times hereinafter stated, and by the officers named; said property being reasonably worth at the time and place the value here given, that is to say:

Item.	Quantity and kind.	Value.	When and by whom taken.
1	560 bushels corn, at 65 cents	$364.00	Taken in September and October, 1862, by General McClellan's command.
2	10 tons fodder, at $4	40.00	
3	75 bushels wheat, at $1.45	108.75	
4	40 bushels rye, at 75 cents	30.00	
5	50 bundles straw, at 6 cents	3.00	
6	10 tons hay, at $10	100.00	
		645.75	

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

I.

The said claimant resided during the late war in the county of Washington, State of Maryland.

II.

During the period aforesaid the military forces of the United States at said place took from the said claimant for their use (the use of the Army) stores and supplies of the kind and quality alleged in the petition, aggregating in value the sum of $313.

III.

It does not appear that any payment has been made to said claimant for any part of said property.

BY THE COURT.

Filed March 11, 1889.
A true copy.
Test, this 7th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 20.

JAMES S. COLEMAN, EXECUTOR.

Letter from the assistant clerk of the Court of Claims, transmitting findings of the Court of Claims in the case of James S. Coleman, executor, etc., vs. The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims, and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 7, 1889.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional case, No. 1461. Daniel Coalman *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Daniel Coalman, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed January 30, 1888.

[Court of Claims. Congressional case, No. 1461. James S. Coleman, executor of Daniel Coleman or Coalman, deceased, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 11th day of March, A. D., 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion was transmitted to the court by the Committee on War Claims of the House of Representatives on the 12th day of February, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preilminary inquiry the court, on the 30th day of January, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 28th day of February, 1889. The claimant in his petition makes the following allegations:

I.

The claimant seeks to recover for quartermaster stores and commissary supplies taken from his farm in Jefferson County, West Virginia, which are thus set forth in his petition:

2 horses, $160	$320
1 mule	160
3 steers, $50	150
1,000 fence rails, $60	60
3 horses, $200	600
	1,290

II.

The court finds that there was taken for the use of the Army by military authority of the stores and supplies set forth and described in the first finding property the fair and reasonable value of which was $560.

BY THE COURT.

Filed March 11, 1889.
A true copy.
Test this 7th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 21.

ELIAS EAKLE.

Letter from the Assistant Clerk of the Court of Claims transmitting findings by the Court of Claims in the case of Elias Eakle vs. The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

UNITED STATES COURT OF CLAIMS.

ELIAS EAKLE,
vs.
THE UNITED STATES. } Congressional case, No. 1291.

CLERK'S OFFICE,
Washington, December 6, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings of said Court of Claims, filed in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker, House of Representatives.

[Court of Claims. Congressional No. 1291. Elias Eakle *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use duri ng the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Elias Eakle, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed February 27, 1888.

[Court of Claims. Congressional case No. 1291. Elias Eakle *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 25th day of March, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the

Committee on War Claims of the House of Representatives on the 24th day of January, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 23d day of April, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 20th day of March, 1889. The claimant, in his petition, makes the following allegations:

That he is a citizen of the United States, residing in the county of Washington, State of Maryland, and has a claim against the United States for stores and supplies taken by or furnished to the Army of the United States for army use, at or near Bakersville, Washington County, Md., at the times hereinafter stated, and by the officers named, said property being reasonably worth at the time and place the value here given, that is to say:

Item.	Quantity and kind.	Value.	When and by whom taken.
1	840 rails, at 4½ cents	$36.40	General Slocum, Sept. 20, 1862.
2	6 cords wood, at $3.50	21.00	Do.
3	60 bushels corn, at 60 cents	36.00	Do.
4	234 bushels wheat, at $1.25	292.50	General Geary, July 20, 1863.
5	10½ tons mixed hay, at $12	126.00	Do.
6	4 tons timothy hay, at $15	60.00	General Custer, July 20, 1863.
7	60 bushels old corn, at $1	60.00	Do.
	Total	631.90	

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

Of the above described property there were taken, as alleged in claimant's petition, stores and supplies, by and for the use of the Army, of the value of $451, for which no payment appears to have been made.

Filed March 25, 1889.

BY THE COURT.

A true copy.
Test, this 6th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 22.

ROBERT AND DENNIS M. KILMER, ADMINISTRATORS.

Letter from the assistant clerk of the Court of Claims, transmitting findings of the Court of Claims in the case of Robert Kilmer and Dennis M. Kilmer, administrators, vs. The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS CLERK'S OFFICE,
Washington, December 6, 1889.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker House of Representatives.

[Court of Claims. Isaac Kilmer's administrators *vs.* The United States. Congressional, No. 1459.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Isaac Kilmer, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed January 28, 1889.

[Court of Claims. Congressional case, No. 1459. Robert Kilmer and Dennis M. Kilmer, administrators of Isaac Kilmer, deceased, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 20th day or May, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion was transmitted to the court by the Committee on War Claims of the House of Representatives on the 4th day of March, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by W. I. Hill, his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry, the court, on the 28th day of January, 1889, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 14th day of May, 1889. The claimants in their petition make the following allegations:

That there were taken from their decedent, from his farm in Berkeley County, W. Va., in the fall of 1864, by the Thirteenth and Fifteenth Maine Volunteers and other regiments, 15,552 rails worth $948, and 2,105 cords of timber worth $105, for the use of the Army. Total claim, $1,053.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

The total value to the United States of so much of the stores and supplies set out in the claimants' petition as were taken from Isaac Kilmer, deceased, by United States forces for the use of the Army, amounts to $571.

BY THE COURT.

Filed May 20, 1889.
A true copy.
Test, this 6th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 23.

ANN E. GRAVES ADMINISTRATRIX, ETC.

Letter from the assistant clerk of the Court of Claims, trasmitting findings by the Court of Claims in the case of Ann E. Graves, administratrix, etc., against The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 6, 1889.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings by the Court of Claims filed in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker House of Representatives.

[Court of Claims. Ann E. Graves, administratrix of Samuel Hutzel, deceased, *vs.* The United States. Congressional case, No. 1283.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Samuel Hutzel, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed December 10, 1888.

[Court of Claims. Ann E. Graves, administratrix of Samuel Hutzel, deceased, *vs.* The United States. Congressional case, No. 1283.]

At a Court of Claims held in the city of Washington on 28th day of May, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 24th day of January, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by William

I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 10th day of December, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 15th day of May, 1889. The claimant in her petition makes the following allegations:

That there was taken from the farm of her decedent, Samuel Hutzel, deceased, in Washington County, Maryland, for the use of the Army in July, 1863—

9,943 rails	$497.15
100 bushels of potatoes	75.00
320 bushels red wheat	384.00
280 bushels white wheat	364.00
1 ton hay	12.00
Of the total value of	1,322.15

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

That of the property above described there was taken by proper military authority for the use of the Army quartermaster's stores, the fair and reasonable value of which was $570.

BY THE COURT.

Filed May 28, 1889.
A true copy.
Test, this 6th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 24.

TILGHMAN HILLIARY, JR.

Letter from the assistant clerk of the Court of Claims transmitting findings of the Court of Claims in the case of Tilghman Hilliary, jr., vs. The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

UNITED STATES COURT OF CLAIMS.

TILGHMAN HILLIARY, JR., *vs.* THE UNITED STATES. } Congressional case No. 5116.

CLERK'S OFFICE,
Washington, December 6, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings of said Court of Claims, filed in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker House of Representatives.

[Court of Claims. Congressional No. 5116. Tilghman Hilliary, jr., *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Tilghman Hilliary, jr., the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed January 21, 1889.

[Court of Claims. Congressional case No. 5116. Tilghman Hilliary, jr., *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 6th day of May, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion was transmitted to the court by the

Committee on War Claims of the House of Representatives on the 16th day of July, 1888.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by W. I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 21st day of January, 1889, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 1st day of May, 1889. The claimant in his petition makes the following allegations: That in the years 1863 and 1864 the military forces of the United States, for their use, took from him, in the county of Frederick and State of Maryland, stores and supplies of the kind and quality, to wit: One horse, 47 acres wheat in shock, 20 tons of straw, 4,350 rails for fuel, timber for fuel, hay, corn, and grass, aggregating the sum of $2,699.12.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

I.

In the years 1863 and 1864 the said claimant resided in Frederick County, Md., on a farm of 252 acres; in said years the military forces of the United States camped on and near said farm, and while so encamped they took from said claimant stores and supplies for their use consisting of a horse, wheat, hay, fuel, corn, and straw, aggregating the value of $1,036.

II.

It does not appear that any payment has been made to said claimant for any of said property.

BY THE COURT.

Filed May 6, 1889.
A true copy.
Test, this 6th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 25.

BROUSSAIS COMAN, ADMINISTRATOR.

Letter from the assistant clerk of the Court of Claims, transmitting findings, of the Court of Claims in the case of Broussais Coman, administrator, etc., against The United States.

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 6, 1889.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings of said Court of Claims filed in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker House of Representatives.

[Court of Claims. Congressional case, No. 1482. J. P. Coman, administrator, *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that James L. Coman, since deceased, the person alleged to have furnished such supplies or stores or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 28, 1888.

[Court of Claims. Congressional case, No. 1482. Broussais Coman, administrator of James L. Coman deceased, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 18th day of March, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 8th day of February, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 28th day of May, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 28th day of , 1889. The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in the county of Limestone, State of Alabama; and that he is the legal representative of James L. Coman, deceased, formerly a citizen of the county of Limestone, in the State of Alabama; that letters testamentary were duly issued to him by the county court of Limestone County, Ala., on the 12th day of July, 1888, and that a copy thereof is filed in the office of the clerk of the Court of Claims; that said decedent resided during the late war of 1861 in the county of Limestone and State of Alabama, and that as legal representative, your petitioner has a claim against the United States for stores and supplies taken by or furnished to the Army of the United States for army use at or near Athens, Limestone County, Ala., at the times hereinafter stated, and by the officers named; said property being reasonably worth at the time and place the value here given, that is to say:

Item.	Quantity and kind.	Value.	When and by whom taken.
1	1 dwelling-house	$1,800.00	March and April, 1862, General G. M. Dodge.
2	1 office building	200.00	Do.
3	1 smoke-house	70.00	Do.
4	1 kitchen	200.00	Do.
5	1 well-house and dairy	100.00	Do.
6	1 stable	175.00	Do.
7	2,560 fence rails	76.80	Do.
8	1 stable	150 00	December, 1863, General G. M. Dodge.
9	1 smoke-house	100.00	Do.
10	1 plank fence	150.00	Do.
11	Stable and corn-crib	600.00	January and February, 1864, General G. M. Dodge.
12	1 frame dwelling	600.00	Do.
13	1 smoke-house	125.00	Do.
14	1 stable	200.00	Do.
15	1,350 fence rails	40.50	Do.
16	200 trees, 1½ cords each	300.00	Do.
	Total	4,887.30	

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

I.

The property described in the petition was taken as therein alleged, and used for building quarters for the soldiers and for fuel.

On the 15th of December, 1865, a Board of Officers was appointed, by order of Brevet Maj. Gen. B. H. Grierson, to ascertain the damage sustained by James L. Coman and Broussais Coman from the hands of the Federal soldiers during the late campaigns.

Said Board met, took testimony and made the following report:

The Board having considered the foregoing evidence and made such inquiry as they could, would consider that the following would be a fair valuation for the damages sustained:

On places near Athens	$2,424.30
Property in Athens	1,713.00
Total	4,137.30

We can not speak too highly of the loyalty of Mr. Coman. He has been a thorough Union man throughout the war, and has this reputation by those who know him. Although not a part of our instructions, we deem this statement an act of justice to Mr. Coman, and would respectfully commend this claim to the earliest consideration of the proper authorities.

G. W. GRUBB,
Major, Forty-second United States Colored Infantry.
JOHN H. SHERRALD,
Captain, United States Cavalry, Provost Marshal.
JAS. L. BUCK,
Captain, One hundred and tenth United States Cavalry.

ATHENS, ALA., DECEMBER 21, 1865,
Headquarters District Huntsville, Huntsville, December 30, 1865.

II.

value of the lumber, brick, rails, and trees taken and used by the Army as stores pplies, in the manner alleged in the petition, was the sum of $673.

BY THE COURT.

March 18, 1889.
e copy.
this 6th day of December, A. D. 1889.
L.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 26.

THOMAS STEWART.

Letter from the assistant clerk of the Court of Claims transmitting findings by the Court of Claims in the case of Thomas Stewart vs. *The United States.*

DECEMBER 11, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS CLERK'S OFFICE,
Washington, December 6, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker House of Representatives.

[Court of Claims. Congressional case, No. 624. Thomas Stewart, vs. The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Thomas Stewart, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 28, 1888.

[Court of Claims. Congressional case, No. 624. Thomas Stewart vs. United States.]

At a Court of Claims held in the city of Washington on the 18th day of March, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion was transmitted to the court by the Committee on War Claims of the House o. Representatives on the 12th day of March, 1886.

G. W. Z. Black, esq., appeared for claimant, and the Attorney General, by Lewis Cochran, his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 28th day of May, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 28th day of February, 1889. The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in the county of Limestone, State of Alabama, and has a claim against the United States for stores and supplies taken by or furnished to the Army of the United States for army use, at or near Athens, Limestone County, Ala., at the times hereinafter stated, and by the officers named, said property being reasonably worth at the time and place the value here given, that is to say:

Item.	Quantity and kind.	Value.	When and by whom taken.
1	10 hogs, 1,500 pounds, at 12 cents	$180	May 31, 1862, General Mitchell's command.
2	62 cords wood, at $1.50	93	May 31, 1862, T. B. Wood, General Mitchell's command.
3	166 cords wood, at $1.50	249	June 9, 1862, T. B. Wood, General Mitchell's command.
4	104 cords wood, at $1.50	156	June 21, 1862, T. B. Wood, General Mitchell's command.
5	1 mule	160	Fall 1863, General Wilder's command.
6	1 horse	150	November, 1863, Jessie J. Phillip's command.
7	10 stacks fodder, $6	60	January, 1864, Colonel Norris' command.
8	12 hogs, 1,500 pounds, 12 cents	180	Do
9	2 beef cattle, $40	80	Fall 1864, General Wilder's command.
10	4 beef cattle, $40	160	Do.
11	1 mule	150	January 1, 1865, General Hatch's command.
12	625 bushels corn, $1	625	Do.
13	1,600 pounds bacon, at 25 cents	400	Do.
14	10 hogs, 1,200 pounds, 12 cents	140	Do.
	Total	2,783	

Your petitioner further states that a claim for compensation for said property was duly filed under the act of Congress approved March 3, 1871, with such vouchers, proofs, and papers as had been procured in support thereof, and that such claim, as stated in items 1 to 14, inclusive, set forth above, was considered by the Commissioners of Claims and rejected and disallowed on the ground that they were not convinced of the loyalty of claimant.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

The total value of so much of the stores and supplies set forth in the foregoing petition as were taken from the claimant by the United States forces for the use of the Army amounts to one thousand six hundred and seventy-eight dollars ($1,678).

It does not appear that any payment has been made thereon.

BY THE COURT.

Filed March 18, 1889.

A true copy.

Test, this 6th day of December, A. D. 1889.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 27.

QUESTION OF PRIVILEGE.

DECEMBER 12, 1889.—Referred to the special committee appointed to investigate the Ohio ballot-box contract and ordered to be printed.

Mr. BUTTERWORTH submitted the following

RESOLUTION:

Whereas on divers days during the month of October, A. D. 1889, and at other times since that date, there appeared in the Cincinnati Commercial-Gazette and in other public journals what purported to be an exact copy of a certain contract alleged to have been made and entered into by the several parties whose names were appended thereto.

The following is a reproduction of said alleged contract, which was published by said several journals as authentic and genuine:

WASHINGTON, D. C., *July* 2, 1888.

We, the undersigned, agree to pay the amounts set opposite or any proportionate part thereof whenever requested so to do by John R. McLean, upon "Contract No. 1000," a copy of which is to be given to each subscriber upon payment of any part of the money hereby subscribed.

It is understood that each subscription of five thousand dollars shall entitle the subscriber thereof to a one-twentieth interest in said contract.

1.	J. E. CAMPBELL	(Five thousand dollars).
2.	J. E. CAMPBELL	(Five thousand dollars).
3.	J. E. CAMPBELL	(Five thousand dollars).
4.	WM. MCKINLEY, JR.	(Five thousand dollars).
5.	JUSTIN R. WHITING	(Five thousand dollars).
6.	JUSTIN R. WHITING	(Five thousand dollars).
7.	B. BUTTERWORTH	(Five thousand dollars).
8.	JOHN SHERMAN	(Five thousand dollars).
9.	JOHN SHERMAN	(Five thousand dollars).
10.	S. S. COX	(Five thousand dollars).
11.	W. C. P. BRECKINRIDGE	(Five thousand dollars).
12.	WM. MCADOO	(Five thousand dollars).
13.	JOHN R. MCPHERSON	(Five thousand dollars).
14.	JOHN R. MCPHERSON	(Five thousand dollars).
15.	JOHN R. MCPHERSON	(Five thousand dollars).
16.	F. B. STOCKBRIDGE	(Five thousand dollars).
17.	F. B. STOCKBRIDGE	(Five thousand dollars).
18.		(Five thousand dollars).
19.		(Five thousand dollars).
20.		(Five thousand dollars).

And whereas of the persons whose names appear on said paper all except one were, at the time of said publication, and, except the Hon. Samuel S. COX, deceased, are still members of this House and of the Senate of the United States; and

Whereas said contract, so published as authentic and genuine, was the basis for charges, suggestions, and insinuations that the said several members and Senators whose names appear upon said alleged contract entered into an unlawful and corrupt contract and scheme to defraud the United States in the matter of the proposed purchase of cer-

tain ballot-boxes, which charges are an assault upon the official integrity and reputation for honesty of each of said several members and Senators, and, if true, render them unfit to sit as members of Congress: Therefore,

Be it resolved, That a committee of five members of this House be appointed by the Speaker to make full and thorough investigation and report without delay the evidence, together with their findings thereon, to the House. Said committee when appointed shall ascertain and report—

First. By whom said alleged contract was prepared, and whether the several signatures appended thereto are forged or genuine.

Second. If forged, what person or persons, if any, were directly or indirectly aiding, abetting, assisting, or knowingly consenting to the preparation and uttering of said forgery, and for what purpose and intent.

Third. Whether any of the members whose names appeared on said alleged contract had or have, either directly or indirectly, any unlawful, corrupt, or improper connection with or interest in the ballot-boxes which are the subject-matter of said alleged contract.

Fourth. That the said committee be, and it hereby is, authorized to employ a clerk and a stenographer and send for persons and papers, to administer oaths, and that the expenses of said investigation be paid out of the contingent fund of the House on presentation of vouchers approved by the chairman of said committee.

O

51ST CONGRESS. } HOUSE OF REPRESENTATIVES. { MIS. DOC.
1st Session. } { No. 28.

PRINTING OF PRESIDENT'S MESSAGE.

DECEMBER 16, 1889.—Referred to the Committee on Printing and ordered to be printed.

Mr. MCKINLEY submitted the following

RESOLUTION:

Resolved, That —— copies of the President's annual message be printed for the use of the House.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 29.

F. M. DAVIS AND JOSIAH E. DAVIS, EXECUTORS.

Letter from the assistant clerk of the Court of Claims transmitting findings of fact by the Court of Claims in the case of F. M. Davis and Josiah E. Davis, as executors of Eliza Davis, and Josiah E. Davis and J. H. Davis, VS. *The United States.*

DECEMBER 16, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 3, 1889.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings of fact filed by the court February 18, 1889, in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional No. 1971. Josiah E. Davis *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Josiah E. Davis, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed March 12, 1888.

[Court of Claims. Congressional case No. 1971. F. M. Davis and Josiah E. Davis, as executors of Eliza Davis, and Josiah E. Davis and J. H. Davis, *vs.* The United States.]

FINDINGS OF FACT.

At a Court of Claims held in the city of Washington on the 18th day of February, A. D. 1889, the court filed the following findings of fact, to wit:

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 2d day of March, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by ——, his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 19th day of March, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they

were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case having been brought to a hearing on its merits on the 12th day of February, 1889, the court, upon the evidence and after considering the briefs and arguments of counsel on both sides, finds the facts to be as follows:

I.

The claimants seek to recover for quartermaster stores and commissary supplies taken for the use of the Army from the farm of their testatrix, Mrs. Eliza Davis, in Washington County, Md., by the command of General Slocum, in 1862, and of General Franklin, in 1863, which are thus described in their petition:

408 bushels corn, at 70 cents	$285.60
17 tons fodder, at $5	85.00
9 tons straw, at $6	54.00
7 cords wood, at $3.50	24.50
400 bushels wheat, at $1.25	500.00
9,423 rails, at $5 per 900	462.15
	1,411.25

II.

The court finds that property described in the first finding was taken for the use of the Army, the fair and reasonable value of which was $366.

BY THE COURT.

Filed February 18, 1889.
A true copy.
Test, this 3d day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 30.

EXPENDITURES OF THE BUREAU OF LABOR.

LETTER

FROM THE

COMMISSIONER OF LABOR,

SUBMITTING

A statement of moneys expended by him during the fiscal year ended June 30, 1889.

DECEMBER 16, 1889.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF LABOR,
Washington, D. C., December 14, 1889.

SIR: In accordance with the provisions of section 8 of an act approved June 13, 1888, entitled "An act to establish a Department of Labor," I have the honor to submit the following statement of all moneys expended under my direction during the fiscal year ending June 30, 1889:

Item of appropriation.	Amount appropriated.	Amount expended.	Amount unexpended.
Salaries	$84,540.00	$82,352.68	$2,187.32
Miscellaneous expenses	43,500.00	43,071.81	428.19
Stationery	2,000.00	1,152.03	847.97
Library	1,000.00	998.42	1.58
Postage to Postal Union countries	200.00	200.00	.....
Rent	4,000.00	4,000.00	.....
Contingent expenses	5,000.00	4,999.91	.09
Printing and binding	8,000.00	7,101.05	898.95
Total	148,240.00	143,875.90	4,364.10

I am, very respectfully, your obedient servant,

CARROLL D. WRIGHT,
Commissioner of Labor.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 31.

CRAVEN E. SILCOTT.

DECEMBER 16, 1889.—Referred to the Special Committee on Investigation of the Sergeant-at-Arms' Office and ordered to be printed.

Mr. ENLOE submitted the following

RESOLUTION:

Resolved, That the Sergeant-at-Arms of the House of Representatives be, and he is hereby, authorized and directed to offer a reward of $5,000 for the arrest and delivery to the marshal of the District of Columbia of one Craven E. Silcott, the absconding cashier of the late Sergeant-at-Arms of the House of Representatives, the said reward to be paid out of the contingent fund of the House.

o

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 32.

AMENDMENT TO THE RULES.

DECEMBER 17, 1889.—Referred to the Committee on Rules and ordered to be printed.

Mr. C. R. BRECKINRIDGE submitted the following

RESOLUTION:

Whereas the President recommends in his recent annual message to Congress, in speaking of our river and harbor improvements, that—

> Care should be taken that the Government is not committed to the prosecution of works not of public and general advantage, and that the relative usefulness of works of that class is not overlooked. So far as this work can ever be said to be completed, I do not doubt that the end would be sooner and more economically reached if fewer separate works were undertaken at the same time, and those selected for their greater general interest were more rapidly pushed to completion. A work once considerably begun should not be subjected to the risks and deterioration which interrupted or insufficient appropriations necessarily occasion.

In order to give force and effect to this excellent recommendation:

Resolved, That the following requirements be inserted in the Rules of the House:

(1) All appropriations for river and harbor improvements relating to snagging operations, to pay and salaries of the operating force and the permanent employés connected with such works, except such as may be provided for as a part of the Army, or other regular force of the United States, shall be provided for in a bill which shall not propose legislation upon any other subject.

(2) No appropriation for a river and harbor work that is susceptible of permanent completion shall be made until an estimate is submitted from the proper authorities for its permanent completion.

(3) All appropriations for river and harbor works of a permanent character, of which the estimated cost of final completion is not exceeding in amount, for each work, the sum of $300,000, shall be provided for in a single bill. All such appropriations for works, the estimated cost of the final completion of which shall exceed the sum of $300,000, shall be provided for in a separate bill for each of said works, and every such bill shall provide for the final completion of the work it carries an appropriation for: *Provided*, That one or more separate sections of a work that alone will be of permanent benefit to commerce may be appropriated for in the same manner as is provided for works exceeding $300,000 in amount.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 33.

ANNUAL REPORT

OF THE

COMMISSIONER

OF THE

FREEDMAN'S SAVINGS AND TRUST COMPANY

TO THE

FIRST SESSION OF THE FIFTY-FIRST CONGRESS

FOR

THE YEAR ENDED DECEMBER 2, 1889.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1889.

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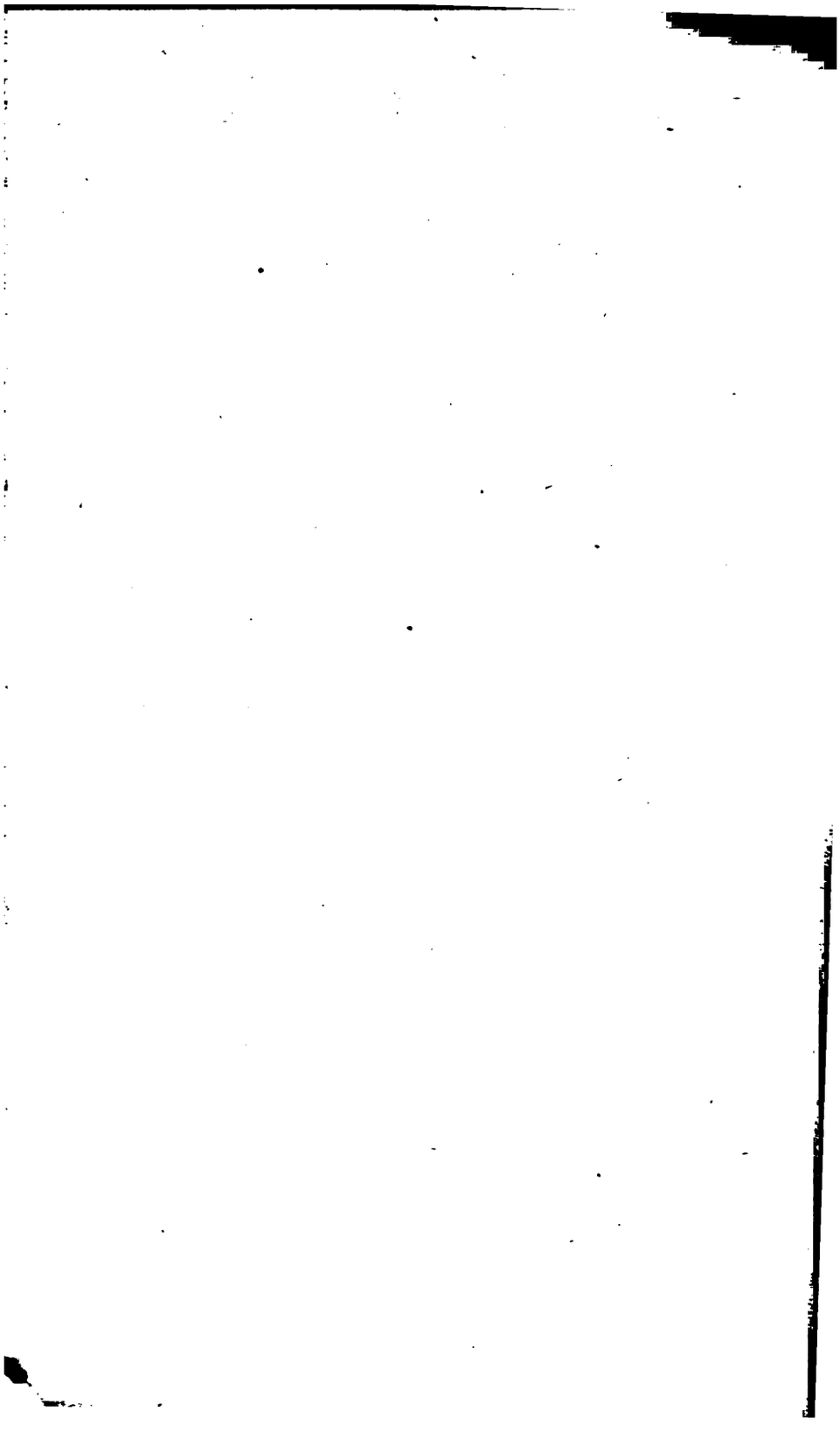


LETTER

FROM THE

COMMISSIONER OF THE FREEDMAN'S SAVINGS AND TRUST COMPANY,

SUBMITTING

His report for the year ended December 2, 1889.

OFFICE OF THE COMMISSIONER OF THE
FREEDMAN'S SAVINGS AND TRUST COMPANY,
Washington, D. C., December 11, 1889.

SIR: I have the honor to submit herewith, for the consideration of Congress, my report as Commissioner of the Freedman's Savings and Trust Company for the year ended December 2, 1889, as required by section 5 of the act of February 21, 1881.

Very respectfully,

E. S. LACEY,
Commissioner.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

REPORT

OF THE

COMMISSIONER OF THE FREEDMAN'S SAVINGS AND TRUST COMPANY.

DECEMBER 16, 1889.—Referred to the Committee on Banking and Currency and ordered to be printed.

OFFICE OF THE COMMISSIONER OF THE
FREEDMAN'S SAVINGS AND TRUST COMPANY,
Washington, D. C., December 11, 1889.

SIR: In compliance with the requirements of section 5 of the act of February 21, 1881, I have the honor to submit for the consideration of Congress the following report of the condition of the Freedman's Savings and Trust Company for the year ended December 2, 1889:

ACCOUNT CURRENT.

The Freedman's Savings and Trust Company, Cr.,
In account with
The Comptroller of the Currency, Dr.

CR.

By balance on hand December 3, 1888		$6,067.42
By proceeds of sale of old books, etc	$4.41	
By portrait of Abraham Lincoln	5.00	
By sundry collections, Lukin's plantation, South Carolina	10.00	
By nuisance tax scrip	77.02	
By interest on the same	81.08	
By interest on loans	80.00	
By income on Jacksonville, Fla., real estate	225.00	
By Second National Bank dividends	240.00	
By sale of large safe	400.00	
By Beaufort County, S. C., claims	960.46	
By judgment against Thomas Lucas	1,136.75	
By sale of 158 shares of Young Men's Christian Association stock	2,212.00	
By net proceeds of sheriff's sale of Jacksonville, Fla., real estate and exchange	3,452.74	
By proceeds of sundry tax deeds	5,857.95	
		14,742.41
Total		20,809.83

DR.

To sundry disbursements in cash, as per statement No. I of appendix	48.95	
To disbursements by check, as per statement No. I of appendix	3,296.41	
		3,345.36
Balance on hand December 2, 1889		17,464.47

PAYMENTS UNDER ACT OF CONGRESS APPROVED FEBRUARY 17, 1883.

Under section 1 of the act of February 17, 1883, there have been examined, audited, and registered 1,169 claims, amounting to $6,999.91. Of this number 1 claim of $36.59 was paid during the year, making 719 claims paid, amounting to $5,145.09, and leaving unpaid 450 claims, calling for $1,854.82.

Under section 2 of the same act 1,241 claims, amounting to $10,481.19, have been examined, audited, and registered. Of these 1 claim of $15.73 was paid during the year, making a total of 299 claims paid, amounting to $5,220.92, and leaving 942 claims unpaid, calling for $5,260.27.

BARRED CLAIMS AND DIVIDENDS.

Twenty claims have been presented for payment during the year, requiring $459.88 to pay the 62 per cent. declared in dividends, making 195 claims, calling for $2,982.71, presented since May 12, 1885, but which are barred under the provisions of the act of February 21, 1881.

ASSETS COLLECTED.

Of the available assets enumerated in the last annual report of my predecessor, the following have been collected or converted into cash during the year:

Of the claims against Beaufort County, S. C	$960.46
Of deferred payments on lots in Beaufort County, S. C	10.00
One hundred and fifty-eight shares of Young Men's Christian Association stock redeemed at 56 per cent. of its face value ($3,950)	2,212.00
Tax-lien certificate against lot 12, square 172, in Washington, D. C. (principal, $77.02; interest, $81.08)	158.10
Tax deeds	5,857.95
The large safe, estimated in last annual report at $250	400.00
Total	9,598.51

AVAILABLE ASSETS.

Description.	Face value.	Estimated proceeds.	Remarks.
Cash balance	$17,464.49	$17,464.49	
Second National Bank stock	3,000.00	5,280.00	
Claims against Beaufort County, S. C	1,280.92	1,280.92	Provided for by annual taxation.
Deferred payments on lots in Beaufort County, S. C	299.85	299.85	Being paid in installments.
Detroit Car Loan Company's stock	4,000.00	.....	Of uncertain value.
Lost board of audit certificates	200.00	.....	Do.
Tax-lien certificates	2,305.90	.....	Involved in suit.
Total	28,551.16	24,325.26	

OTHER ASSETS.

Of the other assets, such as judgments, suits pending, old railroad bonds, stocks, etc., fully described in the report of the Commissioner for the year ended December 1, 1883, Mis. Doc. No. 10, Forty-eighth Congress, first session, and classed as doubtful, one judgment, No. 13779, supreme court, District of Columbia, against Thomas Lucas and John C. Cox, has been compromised by the payment of $1,136.75, being the face of the judgment and costs; and some progress has been made toward the collection of the judgment against H. L. Cranford.

JACKSONVILLE, FLA., REAL ESTATE.

Under the judgment for $5,186.77, recovered by Jonathan C. Greely against the Freedman's Savings and Trust Company, referred to in the report of the Commissioner for 1888, the banking house of the company at Jacksonville, Fla., was levied upon and sold by the sheriff for the sum of $9,150, and after payment of the judgment, the balance remaining in the sheriff's hands, $3,450.59, was paid to the Commissioner.

It is believed that the title acquired under the sheriff's sale is defective, and that the company may yet realize a considerable sum from its equity in the property.

JUDGMENTS.

Counsel has been instructed to revive the following judgments in favor of the company:

No. 14852, law, against Charles R. Douglas, for $1,800.
No. 15991, law, against L. H. Douglas, *et al.*, for $561.52.
No. 16139, law, against Joseph Daniels, for $4,471.77.
No. 5328, equity, against Silas L. Loomis, trustee, *et al.*, for $2,776.01.
No. 4118, equity, against Robert Williams, for $4,143.74.

CONCLUSION.

Bills have been introduced in Congress, from time to time, providing for the payment of the balances due the creditors of this trust, and several of them have passed the Senate, but have not been reached for action in the House of Representatives.

Of these measures, the bill introduced by Hon. John R. Lynch, of Mississippi (H. R. 6204 Forty-seventh Congress, second session), seems to fully meet the necessities of the case. It reads, substantially, as follows:

A BILL to re-imburse the depositors in the Freedman's Savings and Trust Company for losses incurred by the failure of said company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of the Freedman's Savings and Trust Company and his successors in office be, and the same are hereby, authorized and directed to pay or cause to be paid, under such regulations as said Commissioner, with the approval of the Secretary of the Treasury shall prescribe, to all depositors of the Freedman's Savings and Trust Company, whose accounts have been properly verified and balanced under existing laws, or to their legal representatives, a sum of money equal to the verified balances due said depositors from said Company at the time of its failure, less the amount of dividends which may have been paid from the assets of said Company; and for this purpose the sum of one million dollars, or so much thereof as may be necessary, is hereby appropriated out of any money in the Treasury of the United States not otherwise appropriated, said amount to be placed to the credit of said Commissioner by the Secretary of the Treasury for the purposes in this act specified: *Provided*, That all claims not presented for payment under the provisions of this act within two years from and after its passage shall be forever barred: *And provided further*, That nothing in this act shall be construed to entitle depositors to the amount of any dividends barred under existing laws.

I would recommend, however, that the last proviso of the bill be stricken out, so that no claims existing at the date of failure of the company shall be barred. A slight change in the language of the bill has been made so as to authorize the payment of barred claims. The amount named therein, $1,000,000, will, in my opinion, more than cover the sum required to pay the balance due to all depositors, likely to call for the same, and all expenses of distribution.

Hon. John Jay Knox, in his annual report of December 14, 1881, says:

The Government has assumed a quasi moral responsibility to the beneficiaries of this trust, in the first place, by the incorporation of the Company without proper safeguards, and subsequently by permitting its own agents, the officers of the late Bureau for Refugees, Freedmen, and Abandoned Lands, to act as the agents of the Company, thus leading the inexperienced and ignorant freedmen to regard it in the light of a Government institution, and as such to commit their earnings to its keeping.

Under such circumstances, with an overflowing Treasury, it would be little more than just for Congress to make an appropriation for the payment in full of all the creditors of the Freedman's Bank, instead of allowing them to lose 40 per cent. of the scanty means which they had deposited in an institution organized, as they believed, for their benefit, and some of whose branches were controlled by officers of the Government.

In his report of December 10, 1883, Mr. Knox uses the following language:

There are circumstances surrounding the incorporation of the Company by act of Congress without proper safeguards; the subsequent amendment of its charter and its management, as pointed out in previous reports of the Commissioner, and in the report of the majority of the Committee on Education and Labor, on the Lynch bill (Report 1991, part 1, House of Representatives, Forty-seventh Congress, second session), which would make the passage of this bill by Congress a commendable act and one that would meet with the approval of the country.

Hon. H. W. Cannon, in his report of December 8, 1885, says:

In conclusion, permit me once more to renew my former recommendation, and that of my predecessor, for the relief by Congress of the unfortunate creditors of this institution. The great majority of them are of the poorest and most illiterate of our people. Many of them have grown old and decrepit. It seems impossible for these people to realize that they are to be deprived, or have lost a portion of their earnings, which years ago they labored so hard to acquire and save. Thousands of them to this day believe that the dividends paid them by the Commissioner are but the interest on or earnings of their deposits, and that sooner or later their original deposits will be returned to them. No explanation seems to convince them to the contrary, and calls are made daily, both orally and in writing, for "their money." Nor ought it to be considered strange or unreasonable, in view of all the circumstances, for these people to look to the Government for reimbursement of their losses.

The Company was chartered by Congress for their special benefit, to encourage industry and thrift, and most of its branches were presided over by the commissioned and uniformed officers of the Government. It was but natural, therefore, for them to assume that the Government would see to the proper management of the institution and would protect them from loss.

Objection has been made to the granting of this relief, on the ground of its dangerous tendency as a precedent. This apprehension is, I think, groundless. There never was but one Freedman's Bank. There never will be another.

From the gradual diminution of the amount called for on account of the several dividends declared, it is estimated that the sum of $950,000 would cover the deficiency between the amount paid (62 per cent.) and the amount to which the creditors likely to call for the same were entitled at the time of the failure of the Company.

A bill designed to accomplish the desired relief is herewith respectfully submitted. If the relief is granted, provision should be made for the transfer to the United States of the remaining assets of the Company, as it is probable that a considerable sum may yet be realized from the assets now regarded of but little or no value.

In his report of December 16, 1886, Hon. William L. Trenholm, the late Commissioner, uses the following language:

My predecessors have at various times urged upon Congress the justice of providing for the extinguishment of all outstanding claims of depositors, and, having had the opportunity to look into the matter, I most earnestly add my voice in invoking the attention of Congress to the importance of sustaining the honor of the Government by an immediate settlement of the claims of all depositors who can be identified.

Ex-President Cleveland, in his annual message to Congress in 1886, called attention to the matter in the following words:

I desire to call the attention of Congress to a plain duty which the Government owes to the depositors in the Freedman's Savings and Trust Company.

This Company was chartered by Congress for the benefit of the most illiterate and humble of our people, and with the intention of encouraging in them industry and thrift. Most of its branches were presided over by officers holding the commissions and clothed in the uniform of the United States. These and other circumstances reasonably, I think, led these people to suppose that the invitation to deposit their hard-earned savings in this institution implied an undertaking on the part of their Government that their money should be safely kept for them.

When this Company failed it was liable in the sum of $2,939,925.22 to 61,131 depositors. Dividends amounting in the aggregate to 62 per cent. have been declared, and the sum called for and paid of such dividends seems to be $1,648,181.72. This sum deducted from the entire amount of deposits leaves $1,291,744.50 still unpaid. Past experience has shown that quite a large part of this sum will not be called for. There are assets still on hand amounting to the estimated sum of $16,000.

I think the remaining 38 per cent. of such of these deposits, as have claimants, should be paid by the Government, upon principles of equity and fairness.

It will be observed that each of my predecessors has recommended the passage of an act by Congress providing for the payment from the Treasury of the United States of that portion of the audited claims not covered by the dividends already declared from the assets of the trust. President Cleveland, also, was deeply impressed with the justice of the claim put forth in behalf of the creditors of the insolvent Company. He deemed prompt action upon the part of Congress so necessary that he called attention to the matter in his annual message.

I concur most heartily in the recommendations of my predecessors. It is unnecessary to restate the facts or to repeat the arguments which have been so often submitted to Congress in the reports of former Commissioners. The equity of these claims has become apparent to every impartial investigator who has become conversant with the history of the Company. It came into existence by virtue of an act of Congress, and proceeded, with the aid of officers wearing the uniform of the United States, to solicit the deposit of the scanty earnings of thousands of ignorant and inexperienced men and women just emerging from a condition of slavery, who were properly regarded as the wards of the nation, and, as such, justly entitled to its guardianship and protection.

The United States can not honorably escape the ultimate payment of the sums due these wronged freedmen. It is of the greatest importance that the necessary appropriation be made without further delay. The creditors have waited long and patiently. Many have lost hope, and some have been removed by death, but thousands are still looking to Congress for that relief which has been long deferred and yet is so clearly their due.

Very respectfully,

E. S. LACEY,
Commissioner.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

APPENDIX.

STATEMENT No. I.—*Cash disbursements.*

Date.	Item.	Amount.	Total.
Dec. 10, 1888	Notary's fee	$0.50	
Dec. 11, 1888	Press copy-book	1.50	
Jan. 14, 1889	Expressage	.25	
Feb. 4, 1889	Telegram	.50	
Feb. 4, 1889	Telegrams to and from Jacksonville, and cab	5.09	
Feb. 5, 1889	Telegram to and from Jacksonville	1.98	
Feb. 13, 1889	Court costs in Lucas case	20.50	
Feb. 25, 1889	Copying Jacksonville correspondence	1.75	
Apr. 9, 1889	Printing circulars	3.75	
July 15, 1889	Telegram	.58	
July 19, 1889	Expenses of collecting deferred payments, Beaufort County, S. C.	2.50	
July 19, 1889	Expenses of collecting claims against Beaufort County, S. C.	9.60	
Oct. 3, 1889	Notary's fee	.50	
	Total cash disbursements		$48.95
	CHECK DISBURSEMENTS.		
Sundry dates	Salary of commissioner	1,000.00	
Sundry dates	Compensation of agent, rent, and office expenses	1,500.00	
	Attorney's fees in Lucas case	126.68	
	Attorney's fees and expenses, Jacksonville, Fla., real estate	405.06	
	Depositions in Equity case No 3680, Supreme Court D. C., F. S. & T. Co. *vs.* D. C	25.00	
	Special auditor in the same	100.00	
	Court costs for reviving sundry judgments	77.40	
	Barred claims, act February 17, 1883	52.32	
	Printing annual report	4.95	
	Copying annual report	5.00	
			3,296.41
	Total disbursements		3,345.36

STATEMENT No. II.—*Dividends.*

At the time of the failure of the company, in 1874, there were 61,131 depositors, to whom there was due	$2,439,925.22
Five dividends have been declared, as follows:	
(1) 20 per cent., November 1, 1875	587,985.04
(2) 10 per cent., March 20, 1878	293,992.52
(3) 10 per cent., September 1, 1880	293,992.52
(4) 15 per cent., June 1, 1882	440,988.78
(5) 7 per cent., May 12, 1883 (final)	205,794.76
Aggregating 62 per cent. and amounting to	1,822,753.62
Of this amount there was called for and paid	1,638,259.49
Leaving unpaid and barred by act of February 21, 1881	184,494.13
Of this amount there was revived by act of February 17, 1883	17,481.10
Of which amount there has been paid	10,366.01
Leaving uncalled for on December 2, 1889	7,115.09

STATEMENT No. III.—*Table showing total payments to the creditors of the Freedman's Savings and Trust Company.*

Branches.	First dividend.		Second dividend.		Third dividend.		Fourth dividend.		Final dividend.		Total payments at each brauch.
	No. of claimants.	November 1, 1875, 20 per cent.	No. of claimants.	March 20, 1878, 10 per cent.	No. of claimants.	September 1, 1880, 10 per cent.	No. of claimants.	June 1, 1882, 15 per cent.	No. of claimants.	May 12, 1883, 7 per cent.	
Alexandria, Va	226	$2,694.65	207	$1,338.38	197	$1,318.07	173	$1,974.00	136	$870.88	$8,195.98
Atlanta, Ga	554	5,093.89	424	2,238.82	362	2,219.36	318	3,163.20	246	1,362.94	14,078.21
Augusta, Ga	1,505	17,012.84	1,300	8,255.63	1,212	8,161.09	1,134	12,183.16	1,057	5,626.94	51,239.66
Baltimore, Md	2,411	54,788.02	2,193	26,930.55	2,036	26,177.06	1,890	38,794.54	1,671	17,445.78	164,135.95
Beaufort, S. C	516	4,930.78	439	2,330.62	395	2,233.38	337	3,276.75	287	1,377.28	14,148.81
Charleston, S. C	3,024	46,649.32	2,823	22,430.33	2,541	22,016.86	2,352	33,156.65	2,104	15,077.83	139,330.99
Columbus, Miss	124	943.09	91	417.19	57	363.59	49	519.62	43	236.40	2,479.89
Columbia, Tenn	338	3,365.85	311	1,648.66	282	1,605.06	269	2,412.60	180	970.63	10,002.80
Huntsville, Ala	328	6,468.84	300	3,175.52	280	3,134.41	280	4,706.04	263	2,172.70	19,657.51
Jacksonville, Fla	576	6,721.67	487	3,249.66	400	2,927.59	350	4,260.55	306	1,911.14	19,070.61
Lexington, Ky	347	6,145.44	287	2,686.30	254	2,597.44	226	3,750.52	207	1,683.41	16,863.11
Little Rock, Ark	115	2,504.12	95	1,187.83	90	1,171.43	93	1,748.80	86	772.35	7,384.53
Louisville, Ky	1,376	24,529.46	1,216	11,911.56	1,089	11,570.48	918	16,870.01	792	7,620.77	72,502.28
Lynchburgh, Va	299	2,880.61	256	1,380.99	220	1,335.98	197	1,957.75	155	769.68	8,344.91
Macon, Ga	716	9,549.62	560	4,635.52	479	4,476.04	429	6,532.09	365	2,968.05	28,161.32
Memphis, Tenn	756	16,697.02	687	8,141.41	564	7,559.55	512	11,198.10	422	4,889.29	48,485.30
Mobile, Ala	939	15,417.26	814	7,515.41	763	7,322.29	686	10,713.27	584	4,853.97	45,822.20
Natchez, Miss	106	3,735.95	96	1,843.19	83	1,742.06	84	2,713.50	73	1,197.92	11,232.62
Nashville, Tenn	804	13,823.03	644	6,644.78	564	6,395.82	514	9,320.90	450	4,231.57	40,416.10
New Berne, N. C	576	6,218.01	468	2,922.94	427	2,920.66	396	4,381.96	349	2,030.10	18,473.67
New Orleans, La	1,314	47,631.56	1,062	20,944.91	962	20,337.62	890	29,725.92	767	12,973.58	127,613.59
New York, N. Y	1,529	62,026.87	1,318	29,996.19	1,174	28,577.67	1,151	42,614.06	1,021	19,125.13	182,339.92
Norfolk, Va	1,296	20,346.23	1,136	9,665.12	984	9,208.05	935	13,678.41	837	6,131.54	59,029.35
Philadelphia, Pa	719	13,685.82	632	6,720.74	568	6,585.68	523	9,607.97	471	4,377.69	40,977.90
Raleigh, N. C	579	5,739.51	455	2,716.76	390	2,595.93	324	3,725.69	276	1,645.47	16,423.36
Richmond, Va	2,000	27,406.81	1,732	13,280.23	1,527	12,765.84	1,475	19,222.49	1,296	8,797.43	81,472.80
Savannah, Ga	1,706	25,493.03	1,468	12,256.85	1,383	12,092.32	1,314	17,993.59	1,130	7,984.93	75,820.72
Shreveport, La	346	5,680.59	300	2,703.65	240	2,591.62	196	3,517.87	149	1,450.82	15,944.55
St. Louis, Mo	421	9,989.65	347	4,624.41	304	4,396.13	280	6,482.52	258	2,863.14	28,355.88
Tallahassee, Fla	339	4,840.47	253	2,329.38	224	2,240.23	205	3,321.53	181	1,486.85	14,218.46
Vicksburg, Miss	633	14,311.51	535	6,477.22	412	5,888.29	393	8,981.33	312	3,892.41	39,550.76
Wilmington, N. C	780	7,653.04	641	3,599.45	516	3,468.01	488	5,119.42	411	2,309.35	22,149.27
Washington, D. C	2,676	63,381.08	2,444	31,191.04	2,292	30,866.70	2,136	45,979.80	1,879	20,785.18	192,203.80
Miscellaneous	22	1,004.41	14	292.17	9	260.87	10	392.20	10	183.03	2,132.68
Barred claims, section 1, act February 17, 1883											5,145.09
Barred claims, section 2, act February 17, 1883											5,220.92
Special deposits and preferred claims											73,565.03
Total	29,996	555,360.08	26,069	267,683.34	23,280	259,123.18	21,527	383,996.71	18,774	172,096.18	1,722,190.53

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 34.

LEWIS D. ALLEN.

Letter from the assistant clerk of the Court of Claims, trasmitting findings by the Court of Claims in the case of Lewis D. Allen vs. The United States.

DECEMBER 16, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 14, 1889.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883, being a duplicate of the findings certified to the Speaker of the House of Representatives February 28, 1889.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. L. D. Allen vs. The United States. Cong. No. 1029.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that L. D. Allen, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 14, 1888.

[Court of Claims. Lewis D. Allen vs. The United States. Congressional case No. 1029.]

At a court of claims held in the city of Washington on the 14th day of January, A. D. 1889, the court filed the following findings of fact, to wit:

FINDINGS OF FACT.

The claim or matter in the above-entitled case was transmitted to the court by the Committee on War Claims, House of Representatives on the 28th day of May, 1886.

Gilbert Moyers, esq., appeared for claimant, and the attorney-general, by Felix Brannigan, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The case having been brought to a hearing on the 10th day of January, 1889, the court, upon the evidence and after considering the briefs and arguments of counsel on both sides, finds the facts to be as follows:

I.

The claimant, Lewis D. Allen, during the early part of the late war, resided in St. Louis, Mo., and after the Federal occupation of the city of Natchez, Miss., removed to the last named place, and engaged in the business of buying and selling cotton.

II.

During his residence in Natchez, to wit, in July, 1864, he became suspected by the military authorities of conducting his business in violation of the military orders in force in the regulation of the cotton trade, and as a result of that suspicion he was arrested by said authorities and taken before General Mason Brayman, then in command at said place. Instead of giving bond for his appearance (it being necessary to continue the matter) the said Allen deposited with George D. Reynolds, provost marshal at said place, the sum of $2,000 for his appearance.

III.

General Brayman caused an investigation of the said charge to be made, and became satisfied from such investigation that the said Allen was not guilty of any violation of the military regulations in relation to trade. During the pendency of said matter before the general commanding, the said Reynolds had in pursuance of his duty transmitted said money to his superior officer at Vicksburg, Miss., and no order was made in reference thereto by General Brayman in consequence of said fact.

IV.

It does not appear what became of said money after it was transmitted as aforesaid, nor does it appear that the said claimant ever received back any portion of said money.

Filed January 14, 1889.

BY THE COURT.

A true copy.
Test: This 14th day of December, A. D. 1889.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[In the Court of Claims. December term, 1885. Lewis D. Allen *vs.* The United States. No. 1629, Congressional.]

PETITION.—*Filed June* 17, 1886.—*A. H.*

To the Honorable the Court of Claims of the United States:

Your petitioner, Lewis D. Allen, respectfully represents, that he is a citizen of the United States, residing in Washington, D. C., and during the late war of the rebellion he resided in St. Louis, State of Missouri; that on or about the 19th day of July, A. D. 1864, while in Natchez, Adams County, State of Mississippi, your claimant being engaged in the purchase and shipment of cotton, under permits from the Treasury Department of the United States, at St. Louis, Mo., Memphis, Tenn., and New Orleans, La., deposited with the provost marshal of the post, and district of Natchez, Miss., $2,000, temporarily, for which a receipt was given; and that the military authorities of the United States there stationed, Brig. Gen. M. Brayman commanding said post and district of Natchez, Miss., appropriated the same to their use.

Your petitioner further states that his claim for compensation for said money was presented to the War Department, Claims Division, on or about September 5, 1879, and payment waived for want of jurisdiction.

Your petitioner made application to the Congress of the United States for relief, and on or about May 14, 1886, said petition was, by the Committee on War Claims of the House of Representatives, referred to the honorable Court of Claims, under act of Congress approved March 3, 1883, entitled, "An act to afford assistance and relief

to Congress and the Executive Departments in the investigation of claims and demands against the Government."

Your petitioner further states, that his said claim has not been assigned or transferred, and he is the sole owner thereof; that it is correct and just; that he did not give any aid or comfort to the late rebellion, but was throughout that war loyal to the Government of the United States.

Wherefore, your petitioner prays, that when the facts shall have been ascertained as to his loyalty and the justice of his claim, the same may be reported to the House of Representatives of the United States, or to the said Committee on War Claims, as provided in said act of March 3, A. D. 1883.

L. D. ALLEN.

GILBERT MOYERS,
Attorney for Claimant.

Personally appeared before me Lewis D. Allen, who, being duly sworn, says that the statements contained in the foregoing petition are true to the best of his knowledge, information, and belief.

Subscribed and sworn to before me this 15th day of June, 1886.

[SEAL.] G. W. BALLOCH,
Notary Public.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 35.

SAMUEL S. GLOYD.

Letter from the assistant clerk of the Court of Claims transmitting findings of fact by the Court of Claims in the case of Samuel S. Gloyd vs. *The United States.*

DECEMBER 16, 1889.—Referred to the Committee on War Claims and ordered to be printed.

UNITED STATES COURT OF CLAIMS.

SAMUEL S. GLOYD *vs.* THE UNITED STATES. } Congressional case No. 609.

CLERK'S OFFICE,
Washington, December 3, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings of fact filed by the court February 18, 1889, in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

HON. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional No. 609. Samuel S. Gloyd *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Samuel S. Gloyd, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed December 6, 1887.

[Court of Claims. Congressional case No. 609. Samuel S. Gloyd *vs.* The United States.]

FINDINGS OF FACT.

At a Court of Claims held in the city of Washington on the 18th day of February, A. D. 1889, the court filed the following findings of fact, to wit:

The claim in the above-entitled case for supplies or stores alleged to have been

taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 12th day of March, 1886.

G. W. Back, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 5th day of December, 1887, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

May 11, 1886, the claimant filed the following petition:

Your petitioner, Samuel S. Gloyd, respectfully represents that he is a citizen of the United States, residing in Montgomery County, State of Maryland, where he resided during the late war of the rebellion; that at different times during said period the United States forces, by proper authority, took from your petitioner quartermaster stores of the value of $1,002.50 and appropriated the same to the use of the United States Army, as follows:

150 bushels corn	$120.00
375 bushels corn	262.50
480 bushels oats	240.00
40 cords wood	120.00
13 tons hay	260.00

Your petitioner further states that his claim for compensation for said stores and supplies was presented to the Quartermaster-General, U. S. Army, under the act of Congress approved July 4, 1864, and was by said officer disallowed on the ground that he was not convinced of the appropriation and use thereof by the United States.

He further states that the property was taken by McClelland's army in 1862 or 1863

The case having been brought to a hearing on its merits on the 10th day of January, 1889, the court, upon the evidence and after considering the briefs and arguments of counsel on both sides, finds the facts to be as follows:

I.

The total value of so much of the stores and supplies set forth in the above petition as was taken from the claimant by the United States forces for the use of the Army amounts to $492, none of which appears to have been paid.

Filed February 18, 1889.

BY THE COURT.

A true copy.
Test, this third day of December, A. D. 1889.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. | HOUSE OF REPRESENTATIVES. | MIS. DOC. No. 36.

WILLIAM H. BORDERS.

Letter from the assistant clerk of the Court of Claims, transmitting findings of fact by the Court of Claims in the case of William H. Borders vs. The United States.

DECEMBER 16, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 3, 1889.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the statement of the case and findings of fact, filed by the court April 8, 1889, in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. William H. Borders *vs.* The United States. Congressional, No. 2479.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that William H. Borders, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed December 10, 1888.

[Court of Claims. Wm. H. Borders *vs.* The United States. Congressional case, No. 2479.]

At a court of claims held in the city of Washington, on the 8th day of April, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives, on the 6th day of March, 1888.

C. D. Pennebaker, jr., esq., appeared for claimant, and the Attorney-General, by Wm. I. Hill, his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 10th day of December, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 2d day of April, 1889. The claimant in his petition makes the following allegations:

That there was taken from his farm in Washington County, Ky., for the use of the Army, the following property:

30 bushels corn, at 50 cents	$15.00
130 bushels wheat, at $1.25	162.50
200 pounds fodder, at $1.50	3.00
Total	180.50

FINDINGS OF FACT.

The court finds that there was so taken for the use of the Army, from a piece of land consisting of 22 acres, which the claimant rented from one Mrs. Mary A. E. Smith on shares, paying her one-third of the crop, property of the value of $414, and that the fair and reasonable value of the claimant's portion of the crop was $180.

[SEAL.] BY THE COURT.

Filed April 8, 1889.
A true copy.
Test, this third day of December, A. D. 1889.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 37.

J. L. JOHNSTON, GUARDIAN.

Letter from the assistant clerk of the Court of Claims transmitting findings of fact by the Court of Claims in the case of J. L. Johnston, guardian of Elizabeth M. Johnston vs. The United States.

DECEMBER 16, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 3, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the statement of the case and findings of fact filed May 28, 1889, by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. J. L. Johnston, guardian of Elizabeth Johnston, *vs.* The United States. Congressional, No. 479.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Elizabeth Johnston, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 7, 1888.

[Court of Claims. Congressional case, No. 479. J. L. Johnston, guardian of Elizabeth M. Johnston, *vs.* The United States.]

At a court of claims held in the city of Washington on the 28th day of May, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the ninth day of February, 1886.

T. W. Tallmadge, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the seventh day of May, 1888, foun the person alleged to have furnished the supplies or stores, or from whom the alleged to have been taken, was loyal to the Government of the United throughout said war.

The case was brought to a hearing on its merits on the 26th day of February The claimant in his petition makes the following allegations:

That there was taken from the farm of Barclay McGee, in Monroe County, T see, by proper military authority and for the use of the army, the following and supplies:

3,000 bushels corn	$3,000.00	5,250 pounds bacon	$
4 horses	500.00	30 sheep	
4 mules	600.00	60 bushels wheat	
80,000 pounds hay	800.00	10 head of cattle	
50,000 rails	1,500.00	50 head of hogs	

All of the total value of 7,

The court, upon the evidence and after considering the briefs and argume counsel on both sides, makes the following

FINDINGS OF FACT:

I.

Barclay McGee died in the year 1857, leaving six children, one of whom claimant, Mrs. Elizabeth M. Johnston. On the 2d of August, 18[illegible]6, it was adjudg the county court of Monroe County, Tennessee, that Elizabeth M. Johnston, for McGee, was a lunatic, and the court thereupon appointed J. L. Johnston special g ian of said lunatic, and he having given bond and qualified according to la said court thereupon issued to him under its seal letters of guardianship and spe authorized him to prosecute and collect this claim against the United States.

II.

The claim of the heirs of Barclay McGee for the property taken from their plant above described was prosecuted by their mother, Mrs. Margaret K. Parker, wh also administratrix of the estate, before the Southern Claims Commission, an commissioners reported to Congress the following facts:

"Claimant's first husband, Barclay McGee, died in 1857, leaving a valuable e consisting of several farms (and as the widow, the claimant administered o estate); she remarried to one William Parker, who was a colonel in the Confed army during the war.

"The home farm was set off as a dower to the administratrix and in this pe she makes no claim on her own behalf but only for the heirs.

"The supplies were all taken from the Citico farm, which at the time belong the heirs of Barclay McGee. In the fall of 1863 McCook's Division went there recruit and remained some weeks during which time they drew supplies from the The items are not all proved as charged, but we find that some $4,230 worth taken for the use of the army. Two of the older heirs, to wit: Elizabeth and daughters of Barclay McGee, do not establish their loyalty.

"The other four were under sixteen years of age and their loyalty is admitted out proof.

"We deduct from the whole amount taken two-sixths, $1,410, and allow to th ministratrix, to be equally divided between Margaret, John, Levina, and Mary, heirs of Barclay McGee, the sum of $2,820.

"A. O. ALLIS,
"J. B. HOWELL,
"O. FERRISS,
"*Commissioners of Clai*

III.

There was allowed by Congress and paid to the four children named in the missioners' report the amount therein recommended, to-wit, $2,820, being four-s of the value of the property taken, as found by the Commissioners. The one-s $705, the share of the claimant, Mrs. Elizabeth M. Johnston, has never been paid t

BY THE COU

Filed May 28, 1889.
A true copy.
Test, this third day of December, A. D. 1889.

JOHN RANDOLPH,
Assistant Clerk Court of Clai

In the Court of Claims. No. 479 Congressional. J. L. Johnston, guardian of Elizabeth M. Johnston, *vs.* The United States.

PETITION.

To the Honorable the Court of Claims of the United States:

Your petitioner J. L. Johnston, respectfully represents, that he is a citizen of the United States, residing at Four Mile Branch, in the county of Monroe, State of Tennessee. That on the 2d day of August, 1886, at the regular term of the county court for Monroe County, State of Tennessee, he was appointed special guardian of Elizabeth M. Johnston, a lunatic, and therefore presents this claim as legal representation of said Elizabeth M. Johnston, who now resides in the aforesaid county and State.

Your petitioner further states, that his said ward is the daughter of Barclay McGee, who died at Toque, aforesaid county, in the year 1857, and from whose estate, during the late war of the rebellion, were taken by the United States forces, quartermaster's stores and commissary supplies of the value of $7,737 and appropriated to the use of the United States Army.

The items of property claimed for are as follows:

3,000 bushels corn	$3,000.00	30 sheep	90.00
4 horses	500.00	60 bushels wheat	60.00
4 mules	600.00	10 head cattle	200.00
80,000 pounds hay	800.00	50 head hogs	200.00
50,000 rails	1,500.00		
5,250 pounds bacon	787.50		7,737.50

That a claim for compensation for said stores and supplies was subsequently presented by Mary K Parker, administratrix of said estate, to the Southern Claims Commission under act of Congress approved March 3, 1871, and an allowance of $4,23- made therein by said commission; one-sixth of which allowance belonged to your petitioner's said ward, but the same was withheld from her on the ground that she had omitted to establish her loyalty at the time said claim was pending settlement.

Your petitioner further states, that his said ward knowing said decision to be unjust petitioned the Forty-seventh Congress for relief, and on or about the 13th day of February, 1886, said petition was, by the Committee on War Claims of the House of Representatives, referred to the Honorable Court of Claims, under an act of Congress approved March 3, 1883, entitled "An act to afford assistance and relief to Congress and the Executive Departments in the investigation of claims and demands against the Government."

Your petitioner further states, that said claim has not been assigned or transferred, and that he is the party duly authorized as aforesaid, to present the same before the honorable court; that it is correct and just; that neither he nor his said ward gave any aid or comfort to the late rebellion, but were throughout the war loyal to the Government of the United States.

For a more specific description of said claim and the cause of failure on the part of his said ward to establish her loyalty as aforesaid, your petitioner respectfully refers to the original petition in the case to Congress and the proofs filed therewith.

Your petitioner claims for his said ward the sum of $705, and prays that when the facts shall have been ascertained as to his ward's loyalty and the justice of said claim, the same be reported to the House of Representatives of the United States or to the said Committee on War Claims, as provided in said act of March 3, 1883.

J. L. JOHNSTON,
Guardian of Elizabeth M. Johnston.

STATE OF TENNESSEE, *County of Monroe, ss:*

Personally appeared before me J. L. Johnston, who, being duly sworn, says that the statements contained in the foregoing petition are true to the best of his knowledge, information and belief.

Subscribed and sworn before me this 30th day of August, 1886.

D. E. HARRIS,
Clerk County Court.

STATE OF TENNESSEE, *Monroe County, ss:*

A. H. Gallaher, chairman of the county court for the county and State aforesaid, the same being a court of record, do hereby certify that D. E. Harris, whose genuine signature appears to the above certificate, is the duly authorized clerk of said court, duly elected and sworn, and that the seal attached is the genuine seal of said county. Given under my hand and seal this August 30, 1886.

A. H. GALLAHER,
Chairman.

STATE OF TENNESSEE, *Monroe County, ss:*

To J. L. Johnston, a citizen of Monroe County: Whereas it appearing to the court of said county that Elizabeth M. Johnston (formerly McGhee) is a lunatic, and the court being satisfied as to your right to the special guardianship of said lunatic, and you having given bond and qualified according to law, and the court having ordered that letters of guardianship be issued to you:

You are therefore authorized to take into your possession, for the use and benefit of said ward, all moneys which may be collected on a claim against the United States now being prosecuted in favor of the said Elizabeth M. Johnston. Herein fail not.

Witness D. E. Harris, clerk of said court, at office, this 2d day of August, 1886.

D. E. HARRIS,
Clerk,
By H. C. P. HORTON,
Deputy Clerk.

STATE OF TENNESSEE, *County of Monroe, ss:*

I, D. E. Harris, clerk of the county court of Monroe County, do hereby certify that the foregoing is a true and perfect copy of letters of guardianship as issued to J. L. Johnston, special guardian of Mrs. Elizabeth M. Johnston, a lunatic, as appears of record in my office.

Witness my hand and seal of office this the 9th day of August, 1886.

D. E. HARRIS,
Clerk.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 38.

R. W. MONTGOMERY, ADMINISTRATOR.

DECEMBER 16, 1889.—Referred to the Committee on War Claims and ordered to be printed.

Letter from the assistant clerk of the Court of Claims transmitting findings of fact by the Court of Claims in the case of R. W. Montgomery, administrator of Benjamin C. Embry vs. The United States.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 3, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the statement of the case and findings of fact filed by the court April 8, 1889, in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Benjamin C. Embry *vs.* The United States. Congressional, No. 2286.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Benjamin C. Embry, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed January 7, 1888.

[Court of Claims. R. W. Montgomery, administrator of Benjamin C. Embry, *vs.* The United States. Congressional case, No. 2286.

At a court of claims held in the city of Washington on the 8th day of April, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives, on the 14th day of February, 1888.

C. D. Pennebaker, jr., esq., appeared for claimant, and the Attorney-General, by William I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 7th day of January, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 3d day of April, 1889. The claimant in his petition makes the following allegations:

That there was taken from the farm of Benjamin C. Embry, his decedent, in Green County, Ky., for the use of the army quartermaster's stores, which are thus set forth and described in the petition:

260 cords wood, at $2.50	$650
10 tons hay, at $20	200
380 bushels corn, at 50 cents	190
3,000 pounds fodder, at 1 cent	30
15 bushels oats, at 30 cents	12
Total	1,082

The court, upon the evidence, and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There was taken of the property above described 380 bushels of corn and 3,000 pounds fodder, which have not been paid for, the fair and reasonable value of which is $220.

BY THE COURT.

Filed April 8, 1889.
A true copy.
Test, this 3d day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 39.

JOHN W. KIMBROUGH, ADMINISTRATOR.

Letter from the assistant clerk of the Court of Claims transmitting findings and opinion of the Court of Claims in the case of John W. Kimbrough, administrator of Thomas V. Stirman, vs. The United States.

DECEMBER 16, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 12, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings and opinion of the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion was transmitted to the court by the Committee on War Claims of the House of Representatives on the 18th day of February, 1885.

T. W. Tallmadge, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran and W. J. Raunells, his assistants, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 26th day of April, 1886, found that the person alleged to have furnished the supplies, or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 19th day of November, 1889, The claimant in his petition makes the following allegations:

"That the United States forces by proper authority, July 17, 1862, took from said Thomas V. Stirman certain quartermaster stores, consisting of horses, harness, saddles, and bridles, which he was using at the time in his livery stable, the value of which amounted to the sum of $978, and appropriated the same to the use of the United States Army at Cynthiana, Ky., and were in detail as follows: 11 head of horses, which were of the reasonable value of $910; one double set of harness, valued at $20; four saddles, valued at $40; eight bridles, valued at $8.

"Your petitioner further states that the claim of said deceased for compensation for said stores and supplies was presented to the Quartermaster-General of the United States, who referred the claim for settlement to the Third Auditor of the Treasury under the act of March 3, 1849, but that officer disallowed the claim on the ground he had no jurisdiction to examine the claim of a citizen and not a soldier under said act."

Upon the trial the counsel for the defendant raised the question of jurisdiction under section 3 of the Bowman Act, and asked that the case might be dismissed.

The court, after considering the briefs and arguments of counsel on both sides upon the question of jurisdiction, find, from the evidence, the facts bearing upon the question to be as follows:

"This claim was filed with the Quartermaster-General October 30, 1863, by C. W. Bennett, attorney for the claimant; November 5, 1863, it was returned to Mr. Bennet without action.

"Thereafter, on November 10, 1863, it was filed with the Third-Auditor of the Treasury by said Bennett. The Auditor examined the case and decided that it did not come 'within the provisions of the act of March 3, 1849, as it does not appear that said property was seized by the order of any Army officer or agent of the United States. The men who made the seizure were not impressing, but pillaging, and are liable to be punished therefor.'"

Of this decision the attorney for the claimant (Mr. Bennett) was informed by letter dated December 28, 1864.

The claim was never again presented to the Quartermaster-General.

OPINION.

SCOFIELD, J., delivered the opinion of the court:

This claim was transmitted to the Court of Claims February 18, 1885, under the provisions of the act of March 3, 1883, known as the *Bowman Act* (22 Stat. L., 485), by the Committee on War Claims of the House of Representatives.

By the first section of that act any committee of the Senate or House is authorized to transmit to this court any claim pending before it; but, by the third section, the court is forbidden to take jurisdiction of any claim "which is now (March 3, 1883) barred by virtue of the provisions of any law of the United States."

In this way it becomes the duty of the court to determine whether any case thus referred was, at the date of the act, barred by any law of the United States.

By section 2 of the act of July 4, 1864 (13 Stat., 381), the Quartermaster-General was authorized to receive and examine claims of this description, and if convinced that they were just, the claimants loyal, and the stores taken for and used by the Army, to report them to the Third Auditor for settlement.

By the act of March 3, 1879 (1 Sup. to Rev. Stat., 461, and 20 Stat. L., 650), it is provided:

"That all claims not presented and filed under said act (referring to act of July 4, 1864) and the acts amendatory thereof, prior to the 1st day of January, 1880, shall be forever barred."

This claim was presented to the Quartermaster-General by C. W. Bennett, attorney for the claimant, October 30, 1863. On November 5, 1863, it was returned to Mr. Bennett without action, and was never again filed with that officer.

November 10, 1863, Mr. Bennett filed the claim with the Third Auditor. That officer examined it, and on December 28, 1864, informed Mr. Bennett, by letter, that the claim did not come "within the provisions of the act of March 3, 1849, as it does not appear that said property was seized by the order of any Army officer or agent of the United States. The men who made the seizure were not impressing, but pillaging, and are liable to be punished therefor."

These facts do not, in the opinion of the court, show that the claim was presented and filed with the Quartermaster-General under the act of July 4, 1864. When it was presented, in 1863, that officer had no jurisdiction, and so returned it to the claimant's attorney. After the act of 1864 the claimant had more than fifteen years in which to present his claim. Not having done so within that time, his claim is "forever barred," and the court must dismiss his petition.

A true copy.

Test, this 12th day of December, A. D. 1889.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[John W. Kimbrough, administrator *de bonis non* of the estate of Thomas V. Stirman, deceased, *vs.* The United States. No. 310, Congressional.]

PETITION.—*Filed April* 16, 1885, *J. R.*

To the honorable the Court of Claims of the United States:

Your petitioner, John W. Kimbrough, administrator *de bonis non* of the estate of Thomas V. Stirman, deceased, respectfully represents:

That he is a citizen of the United States, residing in Harrison County, State of Kentucky, and by the county court of said county he has been appointed admin is-

de bonis non of the estate of Thomas V. Stirman, deceased, who also resided in unty until his death, which occurred on or about ——, 1863, and who resided county during the late war of the rebellion, during which he did not give any comfort to the enemies of the United States, but was throughout that war o the Government of the United States.

t the United States forces by proper authority, July 17, 1862, took from said s V. Stirman certain quartermaster stores, consisting of horses, harness, sad- nd bridles, which he was using at the time in his livery stable, the value of amounted to the sum of $978, and appropriated the same to the use of the l States Army at Cynthiana, Ky., and were in detail as follows: Eleven head of , which were of the reasonable value of $910; one double set of harness, valued ; four saddles, valued at $40; eight bridles, valued at $8.

: petitioner further states that the claim of said deceased for compensation for ;ores and supplies was presented to the Quartermaster-General of the United who referred the claim for settlement to the Third Auditor of the Treasury, the act of March 3, 1849, but that officer disallowed the claim on the ground he jurisdiction to examine the claim of a citizen and not a soldier under said act.

: petitioner has therefore petitioned the Congress of the United States for relief, , or about the 18th day of February, 1885, said petition was by the Committee r Claims of the House of Representatives referred to the honorable Court of under section 1 of an act of Congress, approved March 3, 1883, entitled "An afford assistance and relief to Congress and the Executive Departments in the igation of claims and demands against the Government."

: petitioner further states that this claim has not been assigned or transferred, is the properly authorized party for the presentation thereof; and that it is t and just, and no part of the same has been paid the deceased or his legal rep- ative, or any other person for him; that he did not give any aid or comfort to e rebellion, but was throughout that war loyal to the Government of the United

refore your petitioner claims the sum of $978, and prays for a finding of the efore set forth and such other facts as may be shown by the evidence, and the o be reported to the House of Representatives of the United States or to said ittee on War Claims, as provided under said act of March 3, 1883.

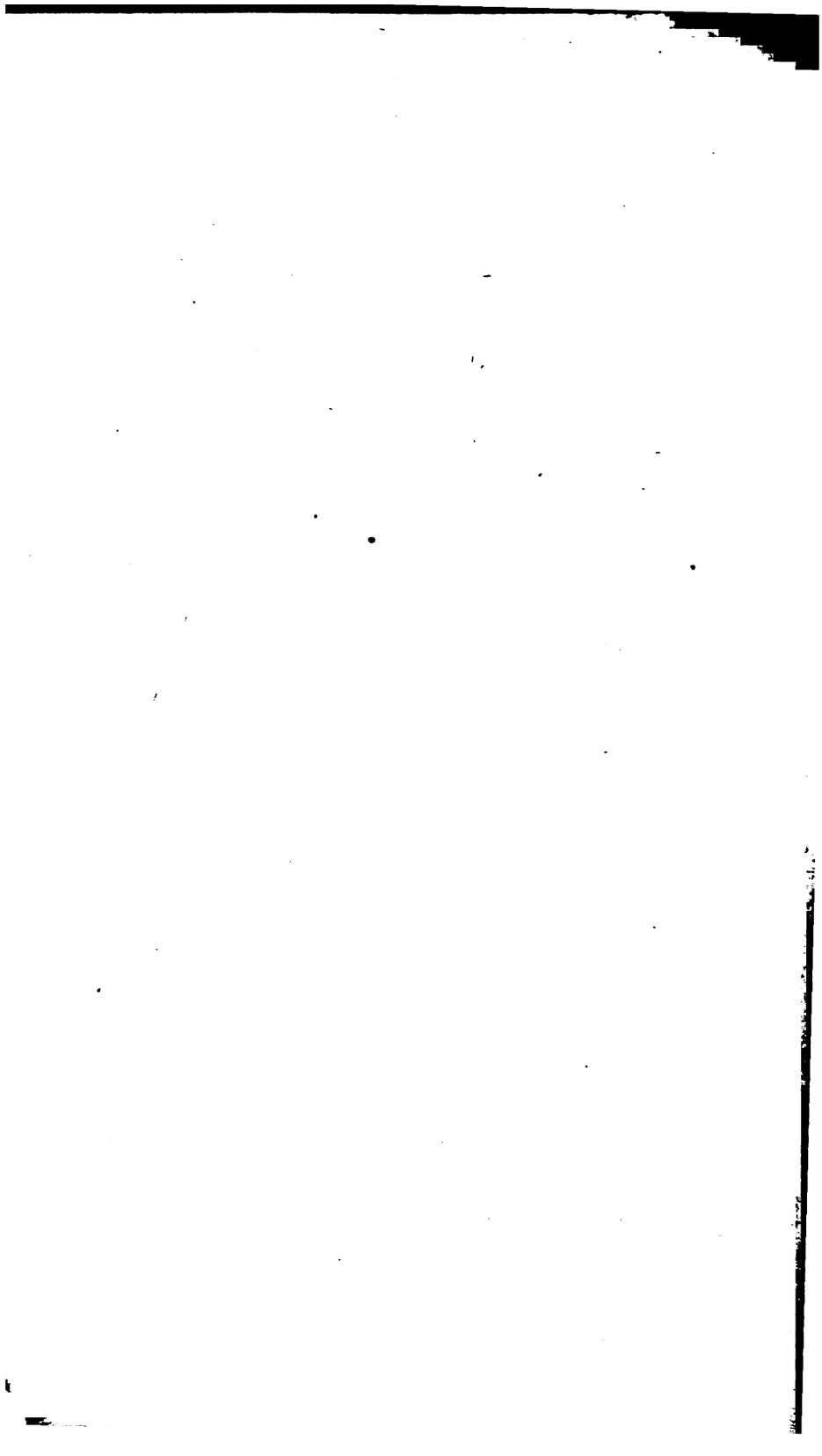
JNO. W. KIMBROUGH,
Administrator of Thomas V. Stirman, deceased.

sonally appeared before me John W. Kimbrough, who, being duly sworn, says he statements contained in the foregoing petition are true to the best of his ledge, information, and belief. The above erasure and "John W. Kimbrough" nterlined before signing.

scribed and sworn to before me this 10th day of April, 1885.

[SEAL.]

ORIE LEBUS,
Notary Public, Harrison County, Ky.



51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 40.

THOMAS M. BARKSDALE.

Letter from the assistant clerk of the Court of Claims, transmitting findings of fact by the court in the case of Thomas M. Barksdale v. The United States.

DECEMBER 18, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 17, 1889.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, &c.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

HON. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional No. 1535. Thomas M. Barksdale *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Thomas M. Barksdale, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed March 11, 1889.

[Court of Claims. Congressional case No. 1535. T. M. Barkskale *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 9th day of December, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of House of Representatives on the 12th day of February, 1887.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by James H. Nixon, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry, the court, on the 11th day of March, 1889, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case has been brought to a hearing on its merits on the 5th day of December, 1889. The claimant in his petition makes the following allegations:

That he has a claim "against the United States for stores and supplies taken by or furnished to the Army of the United States for army use at or near Athens, Limestone County, Ala., at the times hereinafter stated, and by the officers named, said property being reasonably worth at the time and place the value here given; that is to say, item 1, one black horse, seven years old, $175, taken in December, 1864, by General Waggener's men, under General Thomas; item 2, one bay horse, five years old, $175; item 3, one bay mare, $125, both taken January 5, 1865, by General Hatch's men."

The court, upon the evidence, and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

The claimant was the owner of one horse, which was taken from him near Athens, in Limestone County, Ala., in January, 1865, by the Army of the United States for its use, and was of the value of $150, which has not been paid to him.

It is not proved that the other horses claimed in the petition were taken by and for the Army.

BY THE COURT.

Filed December 9, 1889.
A true copy.
Test, this 17th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 42.

DUTY ON LEAD ORES.

DECEMBER 21, 1889.—Referred to the Committee on Ways and Means and ordered to be printed.

Mr. BARTINE offered the following

CONCURRENT RESOLUTION:

Whereas, by paragraph 188 of the tariff act of March 3, 1883, it is provided that there shall be levied and collected upon imported lead ores a duty of 1½ cents per pound; and

Whereas the Secretary of the Treasury in construing said paragraph has ruled that when such ores contain a greater value in gold or silver than in lead, they shall be classified as gold or silver ores, as the case may be, and admitted without the payment of any duty; and

Whereas under said ruling many thousand tons of lead contained in such ores is annually imported into the United States duty free, whereby the Government is largely defrauded and the lead producers of the country are deprived of the protection which the law was intended to give them and are subjected to the injurious and even destructive competition of the peon labor of Mexico, in consequence of which the lead mining industry of the United States is greatly depressed and in danger of utter ruin: Therefore be it

Resolved by the House of Representatives (the Senate concurring), That it is the sense of the Congress of the United States that any ore which contains lead in sufficient quantities to make it valuable for commercial or industrial purposes, is a lead ore within the meaning of said paragraph 188, and the Secretary of the Treasury is hereby requested to modify his said ruling accordingly.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 39.

JOHN W. KIMBROUGH, ADMINISTRATOR.

Letter from the assistant clerk of the Court of Claims transmitting findings and opinion of the Court of Claims in the case of John W. Kimbrough, administrator of Thomas V. Stirman, vs. The United States.

DECEMBER 16, 1889.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 12, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings and opinion of the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion was transmitted to the court by the Committee on War Claims of the House of Representatives on the 18th day of February, 1885.

T. W. Tallmadge, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran and W. J. Rannells, his assistants, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 26th day of April, 1886, found that the person alleged to have furnished the supplies, or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 19th day of November, 1889, The claimant in his petition makes the following allegations:

"That the United States forces by proper authority, July 17, 1862, took from said Thomas V. Stirman certain quartermaster stores, consisting of horses, harness, saddles, and bridles, which he was using at the time in his livery stable, the value of which amounted to the sum of $978, and appropriated the same to the use of the United States Army at Cynthiana, Ky., and were in detail as follows: 11 head of horses, which were of the reasonable value of $910; one double set of harness, valued at $20; four saddles, valued at $40; eight bridles, valued at $8.

"Your petitioner further states that the claim of said deceased for compensation for said stores and supplies was presented to the Quartermaster-General of the United States, who referred the claim for settlement to the Third Auditor of the Treasury under the act of March 3, 1849, but that officer disallowed the claim on the ground he had no jurisdiction to examine the claim of a citizen and not a soldier under said act."

Printing	$177.92	
Postage	130.00	
Binding records	97.50	
Date-stamps and stencils	86.75	
Furniture and fixtures for offices and store-rooms	106.36	
Stationery and miscellaneous supplies	268.50	
Total expenditure to December 1, 1889		$14,99
Balance unexpended December 1, 1889		

The cost of the international exchange system since July 1, 1886, has been as lows:

Fiscal year 1886–1887	$14,68
Fiscal year 1887–1888	15,11
Fiscal year 1888–1889	17,32
Total cost	47,12

For the payment of this expense the Smithsonian Institution has received the following sums:

	From Congress.	From other sources.	
Fiscal year 1886–1887	$10,000	$696.48	
Fiscal year 1887–1888	12,000	205.75	
Fiscal year 1888–1889	15,000	2,189.52	
	37,000	3,091.75	
Total receipts			40,09
Showing a balance due the Institution July 1, 1889, of			7,03

Up to 1880, inclusive, the Smithsonian Institution has paid $92,386.29 for exchan of which it is estimated that more than two-thirds were on Government account, which the Government paid nothing.

Since the year 1880 the service has cost $96,065.85, of which the Government paid $57,500, leaving $38,565.85 of the cost to be borne by the Smithsonian Institut this being exclusive of the rent of the rooms, which represents about $3,000 a yea addition.

Analysis of salaries and compensation paid from the appropriation for internationa changes for 1888–'89.

[All of these persons were employed by the month or day, and some for part of the year only.

		Mo sal
1 curator	ten months at	$17
	two months at	20
1 clerk		150
1 clerk		110
1 clerk		80
2 clerks		75
1 clerk		70
1 clerk		65
1 messenger		30
1 packer		75
1 packer		50
1 laborer		40
1 agent, Europe		83
1 agent, Great Britain		41

Detailed list of vouchers for expenditures for international exchanges 1888–'89.

No.	Items of expenditure.	Amount.
1	Pay-roll, July 1–15, services	$397.50
2	Pay-roll, July 16–31, services	397.50
3	J. H. Kidder, July, services	175.00
4	Pay-roll, Aug. 1–15, services	397.50
5	Pay-roll, Aug. 16–31, services	397.50
6	J. H. Kidder, Aug., services	175.00
7	Pay-roll, Sept. 1–15, services	397.50
8	Pay-roll, Sept. 16–30, services	397.50
9	J. H. Kidder, Sept., services	175.00
10	H. J. Brown, stencils	68.00
11	Pay-roll, October 1–15, services	397.50
12	Louis Heilbrun, packing-boxes	12.50
13	Flint & Co., freight	1.25
14	S. L. Merchant & Co., freight	1.50
15	B. Westermann & Co., freight	2.00
16	Oelrichs & Co., freight	31.84
17	Schneider & Co., freight	2.19
18	Pay-roll, October 16–31, services	330.00
19	J. H. Kidder, October, services	175.00
20	J. C. Parker, stationery	21.87
21	Judd & Detweiler, printing exchange blanks	23.50
22	Geo. W. Knox, freight	57.23
23	....do	88.74
24	....do	86.90
25	Wyckoff, Seaman & Benedict, type-writer case	25.00
26	Adams Express, freight	17.20
27	City post-office, postage	100.00
28	U. S. Express Co., freight	6.60
29	Judd & Detweiler, printing	51.00
30	Pay-roll, November 1–15, services	330.00
31	Pay-roll, November 16–30, services	330.00
32	J. H. Kidder, services	175.00
33	Oelrichs & Co., freight	12.91
34	C. L. French, freight	2.00
35	Sanderson & Son, freight	4.33
36	E. Morrison, twine and paper	32.60
37	Barber & Co., freight	9.75
38	W. H. Nalley, book-binding	42.50
39	Barber & Co., freight	11.69
40	A. G. Gedney, dating-stamp	15.00
41	A. S. Schumacher & Co., freight	14.03
42	A. G. Gonyales, freight	13.05
43	Pay-roll, December 1–15, services	330.00
44	G. W. Knox, freight	119.61
45	....do	101.06
46	Flint & Co., freight	1.50
47	Barber & Co., freight	5.68
48	Oelrichs & Co., freight	8.16
49	Taylor & Co., printing	18.00
50	J. C. Parker, stationery	44.90
51	Adams Express Company, freight	4.25
52	E. E. Jackson & Co., packing boxes	80.00
53	Barber & Co., freight	5.69
54	L. W. Morris & Son, freight	1.50
55	B. S. Adams, printing	33.50
56	T. E. Young, iron hand-cart	15.00
57	Pay-roll, December 16–31, services	330.00
58	J. H. Kidder, December, services	175.00
59	Barber & Co., freight	26.96
60	Oelrichs & Co., freight	7.83
61	Flint & Co., freight	1.50
62	E. Morrison, record cards	38.75
63	Taylor & Co., printing	4.00
64	....do	2.25
65	United States Express Company, freight	.25
66	E. E. Jackson & Co., packing boxes	42.50
67	W. Wesley & Son, services	250.00
68	F. Flugel, services	500.00
69	Brentano's Directory	5.00
70	Oelrichs & Co., freight	1.43
71	Pay-roll, January 1–15, services	407.50
72	Barber & Co., freight	5.80
73	W. H. Butler, varnish brushes	3.00
74	Church & Stephenson, lumber	9.01
75	J. H. Kidder, January, services	175.00
76	Pay-roll, January 16–31, services	407.50
77	G. W. Knox, freight	84.00
78	G. Spitzer, rubber stamps	1.50
79	J. C. Parker, stationery	26.49
80	A. Schumacher & Co., freight	34.73
81	J. R. Livermore, freight	5.75
82	Oelrichs & Co., freight	3.93
83	C. L. French, freight	2.00
84	Adams Express Company, freight	3.50
85	G. Spitzer, die for stamps	1.50
86	Wyckoff, Seamans & Benedict, ribbon for type-writer	1.00
87	W. H. Nalley, binding	11.50
88	Pay-roll, February 15, services	407.50
89	G. W. Knox, freight	79.21
90	Adams Express Company, freight	1.10
91	W. H. Nalley, binding	40.00
92	J. H. Kidder, February, services	175.00
93	Pay-roll, February 16–28, services	407.50
94	W. Ballantyne & Son, stationery	12.32
95	Taylor & Co., printing	10.00
96	Oelrichs & Co., freight	4.75
97	F. P. May & Co., letter scales and hardware	21.87
98	Barber & Co., freight	16.57
99	W. H. Nalley, binding	3.50
100	Pay-roll, March 1–15, services	407.50
101	Library Bureau, catalogue cards	7.80
102	Barber & Co., freight	11.37
103	Oelrichs & Co., freight	2.46
104	L. L. Merchant & Co., freight	1.50
105	J. H. Kidder, March, services	175.00
106	Pay-roll, March 16–31, services	407.50
106a	City post-office, postage	30.00
107	Pay-roll, April 1–15, services	407.50
108	Taylor & Co., printing	5.00
109	Oelrichs & Co., freight	2.00
110	....do	1.35
111	G. Spitzer, rubber stamp	.75
112	Barber & Co., freight	9.84
113	A. Schumacher & Co., freight	17.91
114	Barber & Co., freight	5.19
115	Adams Express Company, freight	6.95
116	E. E. Jackson & Co., packing boxes	109.75
117	J. TerKuile, freight	1.50
118	Oelrichs & Co., freight	2.96
119	G. W. Knox, freight	63.56
120	Taylor & Co., printing cards	12.00
121	Easton & Rupp, stationery	9.05
122	William Ballantyne & Son, stationery	14.45
123	John C. Parker, stationery	17.40
124	E. E. Jackson & Co., packing boxes	63.75
125	Flint & Co., freight	1.50
126	Hensel Bruckmann & Lorbacher, freight	7.22
127	Kane & Roache, drop-light	6.36
128	Pay-roll, April 16–30, service	407.50
129	Judd & Detweiler, printing	20.92
130	United States Express Company, freight	3.30
131	J. H. Kidder, April 1–8, service	46.67
132	Pay-roll, May 1–15, services	407.50
133	William Wesley & Son, book	1.49
134	Oelrichs & Co., freight	3.75
135	Barber & Co., freight	5.69
136	George W. Knox, freight	70.03
137	....do	149.50
138	Adams Express Company, freight	2.00
139	....do	13.35
140	H. B. Bailey & Co., freight	1.25
141	S. L. Merchant & Co., freight	1.50
142	Z. D. Gilman, soap	1.50
143	Barber & Co., freight	11.05
144	W. C. Winlock, May 15–31, services	114.25
145	Pay-roll, May 16–31, services	407.50
146	E. M. Rosafy, services	5.00
147	Baltimore & Ohio Railroad, freight	.72
148	E. E. Brooks, gas fixtures	60.00
149	E. E. Jackson & Co., packing boxes	203.50
150	Oelrichs & Co., freight	8.70

Detailed list of vouchers for expenditures for international exchanges for 1888–'89—Cont'd.

No.	Items of expenditure.	Amount.	No.	Items of expenditure.	Amount.
151	Barber & Co., freight	$5.69	162	N. Schumacher & Co., freight	$15.62
152	United States Express Company, freight	1.70	163	Union Pacific Railroad, freight	1.21
153	Pay-roll, June 1–15, services	407.50	164	..... do	.40
154	Wesley & Son, services as agent	250.00	165	Central Pacific Railroad, freight	2.01
155	W. C. Winlock, June, services	208.33	166	Chicago and Rock Island Railroad, freight	.22
156	Barber & Co., freight	5.69	167	Baltimore & Ohio Railroad, freight	.72
157	Oelrichs & Co., freight	4.43	168	.....do	.30
158	Adams Express Company, freight	3.50	169	Union Pacific Railroad, freight	1.21
159	Pay-roll, June 16–30, services	407.50			
160	Union Pacific Railroad, freight	1.10		Total	14,998.35
161	Oelrichs & Co., freight	6.35			

UNITED STATES NATIONAL MUSEUM.

PRESERVATION OF COLLECTIONS.

Appropriation for the fiscal year ending June 30, 1889, for the preservation, exhibition, and increase of the collections from the surveying and exploring expeditions of the Government, and from other sources, including salaries or compensation of all necessary employés (sundry civil act, October 2, 1888) $125,000.00

Expenditures during the fiscal year, 1888–'89.

Salaries or compensation	$108,649.15	
Supplies	4,485.29	
Stationery	1,638.92	
Specimens	4,623.82	
Books	1,444.07	
Travel	643.05	
Freight and cartage	2,759.04	
Total expenditure to December 1, 1889		124,243.34
Balance December 1, 1889, to meet outstanding liabilities		756.66

Analysis of salaries and compensation paid from the appropriation for "preservation of collections, 1888–'89." July 1, 1888, to June 30, 1889.

[All these persons were employed by the month or day, and some for part of the year only.]

Classification.	Salary.
DIRECTION.	
Assistant secretary Smithsonian Institution, in charge U. S. National Museum, 3 months, at	$300.00
9 months, at	333.33
SCIENTIFIC STAFF.	
Three curators	200.00
Two curators	175.00
One curator	166.66
Two curators	150.00
One acting curator	150.00
One curator	125.00
One curator	100.00
Three assistant curators	133.33
One assistant curator	50.00
One assistant	115.00
One assistant	100.00
One collector	100.00
One aid	87.50
Two aids	75.00
One aid	60.00
One aid	58.33
Three aids	50.00
One aid	40.00
CLERICAL STAFF.	
One chief clerk	175.00
One corresponding clerk	158.33
One registrar	158.33
One disbursing clerk	100.00
One draughtsman	83.33
One assistant draughtsman	30.00
One clerk	110.00
Two clerks	100.00
One clerk	90.00
One clerk	87.50
One clerk	80.00
One clerk	75.00
Two clerks	60.00
One clerk	58.33
Four clerks	50.00
One type-writer	45.00
Two copyists	55.00
Four copyists	50.00
Two copyists	48.33
One copyist	46.66
One copyist	45.00
Five copyists	40.00
One copyist	35.00
Two copyists	30.00
PREPARATORS.	
One artist	110.00
One photographer	158.33
One taxidermist	80.00
One taxidermist	70.00
One assistant taxidermist	60.00
One assistant taxidermist	35.00
One modeler	125.00
One modeler	*4.00
One preparator	100.00
One preparator	80.00
One preparator	75.00
One preparator	65.00
One preparator	60.00
One preparator	50.00
BUILDINGS AND LABOR.	
One superintendent of buildings	137.50
One assistant superintendent of buildings	85.06
Seventeen watchmen	50.00
Four skilled laborers	50.00
One skilled laborer	*2.00
One laborer	45.00
Seven laborers	40.00
Eighteen laborers	*1.50
One laborer	25.00
One laborer	*1.25
One attendant	40.00
Two attendants	35.00
One attendant	30.00
Two cleaners	30.00
One cleaner	*1.00
One messenger	45.00
One messenger	35.00
Three messengers	25.00
One messenger	20.00
One messenger	15.00
Paid by day, job, or contract	1,957.40

*Per diem.

Detailed list of vouchers for expenditures for preservation of collections, 1888–'89.

No.	Items of expenditure.	Amount.
1	A. S. McClain, services	$6.16
2	Clifford Wright, services	15.00
3	F. H. Burns, services	5.25
4	G. B. Goode, services	300.00
5	Joseph Mace, freight	75.00
6	John Durand, services	100.00
7	S. R. Koehler, services	180.00
8	L. M. Cornwall, supplies	58.53
9	M. B. Pollock, services	19.35
10	Pay-roll for July, services	7,811.16
11	Geo. F. Pollock, services	3.87
12	O. S. Florence, services	25.50
13	Wm. Butterworth, services	30.65
14	Geo. K. Cherrie, services	9.68
15	Great Falls Ice Company, supplies	59.36
16	Wm. Ballantyne & Son, books	7.20
17	J. T. Varnell & Son, supplies	52.08
18	M. E. Mann, books	72.00
19	M. J. Geare, services	2.09
20	National Press Intelligence Company, books	1.10
21	Thos. Rowland, specimens	7.00
22	B. W. Mitchell, services	16.94
23	Henry A. Clarke & Son, stationery	.75
24	Emile Garet, services	10.00
25	W. H. Lowdermilk & Co., books	14.00
26	Jos. Mace, freight	75.00
27	Pay-roll for August, '88, services	8,415.81
28	G. B. Goode, services	300.00
29	U. S. Express Company, freight	6.00
30	Adams Express Company, freight	26.45
31	Jas. Mooney, specimens	2.25
32	Geo. W. Knox, freight	36.90
33	Z. D. Gilman, supplies	14.73
34	C. K. Worthen, specimens	11.50
35	S. R. Koehler, services	180.00
36	Clifford Wright, services	15.00
37	E. J. Lewis, supplies	2.00
38	Edw. Philpett, services	2.42
39	E. J. Pullman, supplies	18.30
40	Chas. Baum, supplies	2.73
41	Otis T. Mason, travel	27.03
42	Browning & Middleton, supplies	1.50
43	J. Kannofsky & Co., specimens	6.98
44	C. H. Pennypacker, specimens	14.50
45	Jos. Ross, supplies	3.50
46	W. H. Schieffelin & Co., supplies	3.30
47	Ed. G. Rose, services	6.67
48	W. H. Clagett, supplies	10.54
49	Lorraine Tracy, services	24.00
50	Ella Olmstead, services	15.00
51	Marie L. Crusor, services	15.00
52	L. M. Cornwall, supplies	63.31
53	Stephenson's Express, freight	8.65
54	Olive R. Bendz, services	33.33
55	John F. Paret, stationery	4.00
56	Jos. Mace, freight	75.00
57	G. B. Goode, services	300.00
58	Pay-roll for September, services	8,114.65
59	John Durand, services	100.00
60	Fred A. Schmidt, services	40.00
61	Great Falls Ice Company, supplies	59.84
62	John Boyle, supplies	9.80
63	Wyckoff, Seamans & Benedict, stationery	40.95
64	John B. Smith, travel	82.30
65	F. P. May & Co., supplies	8.50
66	John Akhurst, supplies	6.25
67	J. Wallace, specimens	34.00
68	Bangs & Co., specimens	5.50
69	Hensel, Bruckman & Lorbacker, freight	6.69
70	S. E. Latham, services	9.68
71	H. Baumgarten, stationery	14.55
72	Adams' Express Company, freight	22.10
73	Geo. W. Knox, freight	30.51
74	S. R. Koehler, services	$18
75	N. D. C. Hodges, books	
76	Garden & Forest Publishing Company, books	
77	Bowers & Loy, books	
78	Leggatt Bros., books	
79	A. L. Shipman's Sons, stationery	
80	John Durand, services	1
81	John G. Mongel & Co., stationery	
82	Wm. Ballantyne & Son, stationery	
83	F. W. Clark, specimens	
84	Poole & Brooke, supplies	
85	C. F. Hunt, specimens	
86	L. M. Cornwall, supplies	
87	North Distillery Company, supplies	1
88	R. F. Downing & Co., freight	
89	Adams Express Company, freight	
90	G. P. Merrill, travel	2
91	Samuel Bond, stationery	
92	Jos. Mace, freight	
93	G. B. Goode, services	3
94	J. H. Hickcox, books	
95	Pay-roll, October, '88, services	8,5
96	Henry Marshall, supplies	
97	National Press Intelligence Company, books	
98	S. R. Koehler, services	1
99	United States Express Company, freight	
100	United States Express Company, freight	
101	Brentanos, books	
102	Davies, Turner & Co., freight	
103	Claggat Bros., books	
104	Great Falls Ice Company, supplies	
105	W. H. Lowdermilk & Co., books	
106	Poole & Brooke, supplies	
107	Wm. Wesley & Son, books	
108	D. K. Varzhabedian, specimens	
109	M. C. Flannery, freight	
110	Trübner & Co., books	
111	Wm. Wesley & Son, books	
112	H. Baumgarten, stationery	
113	W. P. Hayden, specimens	1
114	Rider & Addison, stationery	1
115	Pennsylvania Railroad Company, travel	2
116	W. H. Lowdermilk & Co., books	1
117	Geo. W. Knox, freight	11
118	A. L. Shipman's Sons, stationery	1
119	Patrick & Carter, supplies	
120	National Disinfectant and Manufacturing Company, supplies	1
121	G. B. Goode, services	3
122	Jos. Mace, freight	7
123	Pay-roll for Nov., 1888, services	8,3
124	John Durand, services	10
125	Mutual District Messenger Company, services	
126	Ginn & Co., books	1
127	S. R. Koehler, services	10
128	E. Morrison, stationery	7
129	Edw. L. Wilson, books	
130	Singleton & Fletcher, supplies	
131	J. H. Mills & Co., supplies	
132	Leggatt Bros., books	
133	Henry J. Green, supplies	4
134	Arthur Stafford, stationery	1
135	Wm. Ballantyne & Son, stationery	12
136	Z. D. Gilman, supplies	1
137	Z. D. Gilman, supplies	2
138	Geo. Ryneal, jr., supplies	1
139	Geo. Ryneal, jr., supplies	11
140	J. S. Topham, supplies	
141	Chas. Baum, supplies	
142	John C. Parker, stationery, 1.50; supplies, 20.00	2
143	R. Freidlander & Sohn, books	6

Detailed list of vouchers for expenditures for preservation of collections, 1888–'89—Cont'd.

No.	Items of expenditure.	Amount.	No.	Items of expenditure.	Amount.
144	Henry Romeike, books	$7.75	213	Moss Engraving Company, specimens	$2.50
145	Western Union Telegraph Company services	14.72	214	Lilian T. Doane, services	2.00
146	G. B. Goode, travel	22.35	215	Atlas Steamship Company, freight	5.00
147	Japanese Fan Company, specimens	1.50	216	W. L. Dudley, supplies	2.50
148	W. A. Stearns, freight	2.93	217	W. Brenninger, supplies	3.00
149	Gardner & Forest Publishing Company, books	1.30	218	Eagle Chemical Comp'y, supplies	12.00
150	Loren W. Green, specimens	10.00	219	David Bruce, specimens	50.00
151	H. M. Dexter & Co., services	14.73	220	D. B. Dearborn, freight	75.48
152	Pennsylvania Railroad Company, travel	13.00	221	Thomas Wilson, supplies	18.96
153	N. H. Perry, specimens	12.00	222	J. G. and J. M. Waters, supplies	5.75
154	Francis Miller, supplies	5.38	223	J. E. Watkins, specimens	3.00
155	L. M. Cornwall, supplies	70.02	224	H. M. Dexter & Co., services	16.08
156	Lorraine Tracy, services	13.50	225	Great Falls Ice Company, supplies	82.24
157	L. M. Cornwall, supplies	82.65	226	W. T. Hornaday, travel	2.30
158	M. F. Talty, supplies	95.00	227	Joseph Mace, freight	75.00
159	John Durand, services	100.00	228	W. Wesley & Son, books	41.21
160	Chas. H. Joy, services	3.60	229	W. Wesley & Son, books	14.73
161	Wyckoff, Seamans & Benedict, stationery	46.80	230	Mutual District Messenger Company, services	1.00
162	W. E. Evans, services	32.26	231	Anthropological Society, books	3.00
163	Thomas Marron, services	1.50	232	White Brothers, specimens	1.00
164	J. T. Varnell & Son, supplies	153.84	233	United States Express Company, freight	27.95
165	Great Falls Ice Company, supplies	41.60	234	S. A. Scudder, books	50.00
166	Leslie A. Lee, specimens	16.10	235	Henry Romeike, books	9.60
167	John C. Parker, stationery	4.50	236	Daniel Shanahan, supplies	.54
168	A. H. Young, supplies	4.25	237	G. Brown Goode, services	333.33
169	S. F. Ware, supplies	7.65	238	Pay-roll for January, services	8,161.75
170	W. F. Hillebrand, specimens	50.00	239	Adams Express Company, freight	12.05
171	W. C. Willenbucher, books	18.00	240	W. And. Boyd, book	20.00
172	George Ryneal, jr., supplies	4.50	241	William C. Robinson & Son, supplies	3.25
173	J. Frank Eline, supplies	6.00	242	Francis Miller, supplies	14.65
174	Z. D. Gilman, supplies	11.00	243	W. H. Clagett, supplies	10.54
175	Leggatt Bros., books	4.81	244	S. R. Koehler, services	100.00
176	Mutual District Messenger Company, services	1.95	245	John Durand, services	100.00
177	W. W. Davies, specimens	2.50	246	R. Hitchcock, services	58.06
178	E. J. Pallman, supplies	5.50	247	United States Express Company, freight	21.70
179	J. W. Boteler & Son, supplies	3.50	248	Judd & Detweiler, supplies	10.60
180	Photo-Engraving Company, supplies	1.50	249	E. G. Wheeler, supplies	18.00
181	W. H. Collins, specimens	9.50	250	Wyckoff, Seamans & Benedict, stationery	2.50
182	O. T. Mason, travel	14.50	251	Stephenson's Express, freight	11.40
183	Joseph Mace, freight	75.00	252	L. M. Cornwall, supplies	52.74
184	G. B. Goode, services	333.33	253	J. E. Lucas, services	36.00
185	Pay-roll for December, 1888, services	8,189.73	254	A. E. Foote, specimens	46.00
186	J. T. Walker's Sons, supplies	2.40	255	S. Raymond Roberts, books	30.00
187	J. W. Howell, specimens	25.00	256	F. W. Devoe & Co., stationery	17.88
188	S. R. Koehler, services	100.00	257	Edw. L. Wilson, books	2.50
189	S. R. Koehler (R. W. Jenkins), services	2.25	258	Western Union Telegraph Company, services	1.74
190	Thomas Wilson (E. R. Reynolds), specimens	62.50	259	Mutual District Messenger Company, services	1.65
191	John Durand, services	100.00	260	Pitt & Scott's Foreign Express, freight	10.75
192	J. G. & J. M. Waters, supplies	5.75	261	Raoul Heilbronner, specimens	174.76
193	G. W. Knox, freight	145.82	262	George W. Knox, freight	22.87
194	Foreign Express Company, freight	.75	263	Great Falls Ice Company, supplies	29.60
195	Mutual District Messenger Company, services	4.00	264	Ermanno Loescher, books	8.40
196	Western Union Telegraph Company, services	2.73	265	W. S. Yeates, books	1.86
197	Western Union Telegraph Company, services	3.60	266	I. F. Hill, freight	4.80
198	H. L. Cranford, supplies	5.00	267	James M. Southwick, specimens	15.39
199	Adams Express Company, freight	62.80	268	Snowflake Marble Company, specimens	5.00
200	E. Morrison, stationery	66.52	269	Paul A. Garey & Co, supplies	48.00
201	Seaton Perry, supplies	1.75	270	Northern Distilling Company, supplies	109.02
202	L. Schmid & Sons, supplies	29.89	271	J. Karr, specimens	10.00
203	L. D. Wilson, freight	2.50	272	Evening Star Newspaper Company, supplies	17.22
204	L. Tracy, services	9.00	273	Thomas Wilson, travel	83.10
205	M. Joyce, supplies	13.50	274	Theod. Schuchardt, specimens	14.45
206	Thomas Lee, specimens	75.00	275	Church & Stephenson, supplies	7.60
207	L. M. Cornwall, supplies	73.92	276	Jos. Mace, freight	75.00
208	W. O. Atwater, services	15.00	277	G. Brown Goode, services	333.33
209	Mrs. E. S. Brinton, specimens	12.00	278	Pay-roll for February, services	8,287.56
210	Lansburgh & Bro., supplies	2.62	279	J. T. Walker's Sons, supplies	2.95
211	B. C. Towne, specimens	4.00	280	J. C. Parker, stationery	105.69
212	G. B. Grinnell, specimens	55.30			

Detailed list of vouchers for expenditures for preservation of collections, 1888–'89—Cont'd.

No.	Items of expenditure.	Amount.	No.	Items of expenditure.	Amount.
281	H. Rosendale, supplies	$3.00	354	Western Union Telegraph Company, services	$5.71
282	C. Fisher, supplies	11.91	355	Leggett Bros., books	3.70
283	H. Baumgarten, stationery	19.00	356	L. McCornwall, supplies	53.88
284	Adams Express Company, freight	12.15	357	Robert Saunders, services	15.00
285	L. Tracy, services	12.00	358	J. W. Bronson, services	15.00
286	F. A. Schmidt, stationery	7.02	359	P. L. Jony, specimens	125.00
287	G. W. Knox, freight	82.63	360	Browning & Middleton, supplies	5.20
288	Henry Romeike, services	7.05	361	James H. McGill, supplies	1.50
289	Western Union Telegraph Company, services	.70	362	L. Moxley, supplies	10.00
290	Munn & Co., books	10.50	363	W. F. Murphy's Sons, stationery	12.50
291	A. E. Foote, books	5.00	364	L. S. Foster, books	3.00
292	A. T. Wayne, specimens	4.25	365	Westermann & Co., books	.71
293	S. R. Koehler, services	100.00	366	G. L. English & Co., specimens	11.00
294	A. L. Shipman's Sons, stationery	2.70	367	Henry Romeike, books	12.30
295	L. W. Morris & Son, freight	1.86	368	M. Knoedler & Co, specimens	7.30
296	M. L. Linell, services	50.89	369	Moss Engraving Company, books	3.00
297	United States Express Company, freight	214.65	370	Robert Boyd, supplies	1.00
298	R. Hitchcock, services	150.00	371	Goldsborough & Co., specimens	18.00
299	John Durand, services	100.00	372	S. D. Peet, books	4.00
300	First Japan Manufacturing and Trading Company, specimens	302.80	373	S. F. Denton, services	1.50
301	Z. D. Gilman, supplies	26.30	374	J. E. Lucas, services	7.00
302	Ed. Maybridge, books	241.00	375	Great Falls Ice Company, supplies	30.18
303	C. Becker, supplies	6.00	376	A. E. Cooke, supplies	10.00
304	G. Ryneal, jr., supplies	10.97	377	B. Mooney, services	15.00
305	E. L. Greene, books	2.50	378	F. H. Knowlton, services	70.00
306	Poole & Brooke, supplies	31.36	379	George W. Knox, freight	21.35
307	Great Falls Ice Company, supplies	26.56	380	F. Keppel & Co., specimens	51.00
308	N. P. Scudder, books	3.75	381	F. B. Webster, specimens	.75
309	J. F. Paret, stationery	2.20	382	C. Schoenhof, supplies	4.35
310	H. Hoffa, stationery	1.25	383	Dennison Manufacturing Company, stationery	74.24
311	Pay-roll part of March, supplies	40.50	384	John Durand, services	100.00
312	L. M. Cornwall, supplies	42.17	385	W. Ballantyne & Son, stationery	48.73
313	Charles Becker, supplies	17.79	386	W. H. Lowdermilk & Co., books	4.80
314	F. P. Dewey, travel	40.40	387	George Ryneal, jr., supplies	15.25
315	F. W. Christern, books	28.75	388	W. H. Butler, supplies	7.00
316	C. H. Roberts, supplies	12.50	389	Z. D. Gilman, supplies	16.83
317	H. H. & C. S. Brimley, specimens	7.10	390	Adams Express Company, freight	13.95
318	W. F. Murphy's Sons, stationery	28.00	391	Adams Express Company, freight	24.55
319	Northern Distilling Company, supplies	103.73	392	L. Schmid & Sons, supplies	15.15
320	J. G. & J. M. Waters, supplies	4.00	393	United States Express Company, freight	41.50
321	Pay-roll for part of March services	58.87	394	G. Kohn, specimens	3.00
322	Sunday Herald, supplies	5.52	395	Mutual District Messenger Company, services	2.00
323	Hardy du Dreneuf, specimens	20.00	396	..... do	1.30
324	H. A. Ward, specimens	23.70	397	Brodix Publishing Company, books	2.00
325	John B. Smith, specimens	500.09	398	J. B. Smith, services	97.78
326	G. W. Knox, freight	33.00	399	M. B. Pollock, services	20.00
327	C. W. Sisson, specimens	5.00	400	Samuel Harrison, services	15.00
328	F. A. Brockhaus, books	35.40	401	H. M. Dexter & Co., services	17.92
329	W. Engelmann, books	8.23	402	H. C. Taylor, supplies	26.97
330	W. Wesley & Son, books	13.87	403	J. C. Parker, stationery	33.00
331	Jos. Mace, freight	75.00	404	F. A. Brockhaus, books	15.25
332	Robert Saunders, services	15.00	405	C. Wunderlich & Co., specimens	117.00
333	J. W. Branson, services	15.00	406	J. J. Desmond, services	20.33
334	G. B. Goode, services	333.33	407	F. Meder, specimens	5.50
335	Pay-roll for March, services	8,884.58	408	G. B. Goode, services	333.33
336	S. H. Bond, stationery	1.00	409	Joseph Mace, freight	75.00
337	Easton & Rupp, stationery	80.23	410	Pay-roll for April, services	8,838.95
338	Pay-roll special, services	76.50	411	S. R. Koehler, services	100.00
339	C. D. Walcott, specimens	73.50	412	F. W. True, travel	18.20
340	S. R. Koehler, services	100.00	413	Church & Stephenson, supplies	6.00
341	E. N. Andrus, specimens	20.00	414	Wesley & Son, specimens	126.00
342	W. F. Hewett, supplies	18.64	415	H. A. Clarke & Son, supplies	80.00
343	Thomas Dowling, specimens	2.00	416	William Taylor, specimens	11.00
344	F. Miller, supplies	2.80	417	The Capital, supplies	4.37
345	Z. D. Gillman, supplies	11.80	418	W. F. Hewett, supplies	31.48
346	William Ballantyne & Son, stationery	242.31	419	E. Morrison, stationery	113.54
347	Charles Willoughby, specimens	7.12	420	L. Tracy, services	2.00
348	J. T. Varnell & Son, supplies	101.34	421	J. Benj. Clayton, services	20.00
349	Mutual District Messenger Company, services	1.45	422	C. S. Kalb, services	8.33
350	A. L. Shipman's Sons, stationery	9.60	423	T. O. Weigel, books	88.00
351	J. B. Clayton, services	10.00	424	B. F. Stevens, books	21.25
352	E. G. Wheeler, supplies	3.00	425	E. Loescher, books	8.40
353	George Ryneal, jr., supplies	6.50	426	W. Wesley & Son, books	8.37
			427	Taylor & Francis, books	2.54
			428	Emil Soeding, books	2.00

of vouchers for expenditures for preservation of collections, 1888–'89—Cont'd.

ms of expenditure.	Amount.	No.	Items of expenditure.	Amount.
ıntyne & Son, books	$9.54	506	T. M. Stoughton, specimens	$150.04
ılls Ice Company, supplies	32.93	507	C. H. Hitchcock, travel	6.00
er & Co., books	5.00	508	L. E. Rickseeker, specimens	7.40
ch, services	.25	509	Joseph Welch, specimens	35.00
Star, books	1.58	510	L. M. Cornwall, supplies	56.00
ond Roberts, books	10.00	511	J. G. and J. M. Waters, supplies	11.50
ıd, services	100.00	512	Mutual District Messenger Company, services	1.40
. Arnold, services	1.00			
ornwall, supplies	53.23	513	W. Ballantyne & Son, stationery	16.93
eis, specimens	40.00	514	L. Schmid & Sons, supplies	9.60
Ashford, services	20.52	515	Great Falls Ice Company, supplies	38.30
Mace, freight	75.00	516	Western Union Telegraph Company, services	8.50
n Goode, services	333.33			
for May, services	8,533.11	517	J. F. Eline, supplies	4.00
Philpitt, services	16.13	518	W. S. Thompson, supplies	6.25
ırand, services	100.00	519	G. B. Goode, services	333.33
les, services	25.50	520	John Durand, services	100.00
R. R., freight	1.47	521	S. R. Koehler, services	100.00
R. R., freight	3.18	522	S. R. Koehler, specimens	1.00
are, supplies	24.87	523	W. H. Nalley, services	41.00
tockett & Co., supplies	2.75	524	Joseph Mace, freight	75.00
hompson, supplies	4.50	525	George Ryneal, jr., supplies	20.25
·wis, supplies	1.75	526	H. Romeike, books	9.50
weeney, travel	3.65	527	H. Reid, specimens	3.00
Hough, travel	3.65	528	John Wilson & Son, supplies	4.00
ehler, services	100.00	529	Pay-roll for June, 1889, services	8,328.54
ewett, supplies	33.68	530	Baltimore and Ohio Railroad, freight	7.87
cGill, supplies	3.50			
Magett, supplies	10.54	531	……do	.72
rker, stationery	31.11	532	Missouri Pacific Railroad, freight	3.29
ison, stationery	118.60	533	Union Pacific Railroad, freight	11.14
mpbell, supplies	5.10	534	……do	1.10
eider, supplies	10.00	535	Southern Pacific Railroad, freight	.92
y, supplies	1.25	536	……do	10.19
say, supplies	4.75	537	J. C. Ergood & Co., supplies	9.70
Express Company, freight	35.45	538	L. Moxley, supplies	12.60
cAllister, specimens	13.50	539	Stephenson's Express, freight	4.45
on, specimens	25.00	540	B. F. Jackson, specimens	2.50
ster, books	2.35	541	G. Kohn, specimens	2.00
ompson, specimens	30.00	542	J. Bütlikofer, specimens	30.00
Murphy's Sons, stationery	28.80	543	C. F. Adams, specimens	50.00
ark, books	.35	544	W. F. Hewett, supplies	14.14
ssell & Son, specimens	11.50	545	G. W. Knox, freight	28.13
Knox, freight	77.99	546	Pennsylvania Railroad Company, freight	27.50
tter, specimens	25.00			
ppincott Company, books	5.35	547	L. Amateis, specimens	17.00
ment, specimens	100.00	548	I. M. Wynne, services	18.67
glish & Co., specimens	26.50	549	Adams Express Company, freight	38.30
& Son, specimens	1.25	550	Western Union Telegraph Company, services	2.38
Adams, specimens	15.00			
ıtler, supplies	.30	551	F. Meder, books	9.00
ıntyne & Son, stationery	36.20	552	United States Express Company, freight	108.20
elegraph Company, serv-	2.70	553	Woodward & Lothrop, supplies	42.79
lls & Co., supplies	80.90	554	M. J. Geare, services	38.86
press Company, freight	19.15	555	L. Tracy, services	6.00
press Company, freight	68.00	556	Washington Post, supplies	10.50
g & Bro., supplies	4.25	557	W. S. Yeates, travel	58.44
n Manufacturing Com- supplies	140.63	558	N. F. Hines, supplies	12.00
		559	Church & Stephenson, supplies	6.00
lerlich & Co, specimens	40.00	560	Mrs. E. A. Bruff, specimens	120.00
mpson, specimens	10.00	561	A. E. Cooke, supplies	8.00
Ryneal, jr., supplies	7.14	562	J. J. Decker, stationery	2.00
son, stationery	5.60	563	Moss Engraving Company, supplies	77.00
District Messenger Com- services	.40	564	Mutual District Messenger Company, services	1.45
omeyn, specimens	30.00			
orthen, specimens	22.75	565	Library Bureau, stationery	.60
es', books	10.60	566	F. W. Christern, books	1.35
, specimens	5.00	567	E. D. Cope, specimens	11.00
eis, specimens	50.00	568	M. A. Tappan, supplies	4.20
, services	6.00	569	W. J. Topley, specimens	3.75
roll, supplies	111.00	570	L. M. Cornwall, supplies	49.75
llman, supplies	260.17	571	Brentano, books	6.30
f, Seamans & Benedict, ery	29.40	572	W. Nailor, freight	28.50
		573	Bonfils & Co., specimens	10.00
Boyd, supplies	1.00	574	J. J. Desmond, travel	3.50
nnedy & Son, supplies	.50	575	H. Romeyn, specimens	10.00
ppan, supplies	102.00	576	W. Wesley & Son, books	7.13
son, travel	31.75	577	J. & A. Churchill, specimens	11.92
& Rupp, stationery	4.74	578	A. Boncard, specimens	62.80

Detailed list of vouchers for expenditures for preservation of collections for 1888–'89—Cont'd.

No.	Items of expenditure.	Amount.
579	Rob. Kirmes, specimens	$79.04
580	Paul Klinckaleck, books	4.54
581	Robert Boyd, supplies	1.00
582	J. H. Mills & Co., supplies	8.70
583	E. J. Pullman, supplies	21.64
584	Easton & Rupp, stationery	32.35
585	F. A. Schmidt, stationery	3.15
586	G. C. McLean, travel	3.70
587	L. Schmid & Sons, supplies	7.80
588	Great Falls Ice Company, supplies	42.72
589	Wm. Ballantyne & Son, stationery	1.23
590	Z. D. Gilman, supplies	46.51
591	Adams Express Company, freight	22.90
592	Geo. L. English & Co., specimens	74.10
593	Brentano, stationery	.99
594	Charles Becker, supplies	13.88
595	George W. Knox, freight	27.00
596	W. F. Hewett, supplies	30.12
597	H. M. Dexter & Co., services	18 89
598	E. Morrison, stationery	1.30
599	J. W. Reath, specimens	40.75
600	F. A Schneider, supplies	4.75
601	H. Baumgarten, stationery	1.00
602	W. Englemann, books	1.42
603	Dulan & Co., books	4.24
604	Erdman & Schaus, specimens	2.41
605	Thomas Laurie, specimens	5.82
606	Rollin & Fenardent, books	5.04
607	R. Friedlander & Sohn, books	2.54
608	W. Wesley & Son, books	23.30
609	Edw. Gerrard, specimens	152.21
610	C. Fischer, supplies	2.65
611	S. F. Ware, supplies	16.00
612	M. Lindsay, supplies	1.25
613	United States Express Company, freight	9.55
614	J. F. Eline, supplies	1.50
615	W. H. Harrover, supplies	1.15
616	Church & Stephenson, supplies	2.00
617	Western Union Telegraph Company, services	.2 74
618	William Niven, specimens	38.45
619	O. T. Barron, specimens	5.00
620	George Ryneal, jr., supplies	.70
621	Shepherd & Hurley, services	4.50
622	Wyckoff, Seamans & Benedict, supplies	2.40
623	E. Koch, books	10.00
624	F. C. Brown, services	60.00
625	Mrs. E. A. Bruff, specimens	$50.00
626	C. C. Carroll, supplies	57.00
627	S. E. Cassino, books	2.50
628	Washington Critic Company, supplies	18.40
629	J. C. Parker, stationery	14.86
630	Wood & Forsyth, specimens	1.50
631	Photo-Engraving Company, supplies	61.06
632	Moss Engraving Company, stationery	1.00
633	Evening Star Company, supplies	12.50
634	J. G. & J. M. Waters, supplies	4.00
635	J. B. Kendall, supplies	1.50
636	M. Joyce, supplies	12.00
637	H. Harkness, supplies	.70
638	Chapman & Taylor, stationery	.10
639	A. C. Bancroft, freight	10.63
640	E. Godey, supplies	.90
641	Alaska Commercial Company, supplies	100.08
642	Alaska Commercial Company, specimens	80.50
643	S. F. Peckham, specimens	23.03
644	J. T. Durney, specimens	2.35
645	E. Rey, specimens	15.68
646	W. Wesley & Son, specimens	75.83
647	S. R. Sturdevant, specimens	12.00
648	Southern Pacific Railroad, freight	34.30
649	....do	2.12
650	....do	2.12
651	Baltimore and Ohio Railroad, freight	2.15
652	....do	.72
653	Chicago, Rock Island & Pacific Railroad, freight	.91
654	....do	1.78
655	W. H. Lowdermilk & Co., books	9.05
656	Leggat Brothers, books	5.00
657	A. S. Clark, books	2.05
658	P. L. Jouy, specimens	349.15
659	Ashton Todd, books	3.30
660	R. Hitchcock, specimens	290.00
661	Emile Deyrolle, supplies	13.91
662	George Bird Grinnell, specimens	65.00
663	Emile Deyrolle, specimens	169.29
664	William Wesley & Son, books	259.66
	Total	124,243.34

FURNITURE AND FIXTURES.

propriation by Congress for the fiscal year ending June 30, 1889, "for ases, furniture, fixtures, and appliances required for the exhibition nd safe keeping of the collections of the National Museum, including alaries or compensation of all necessary employés" (sundry civil act, ctober 2, 1888) $40,000.00

Expenditures during the fiscal year 1888–'89.

aries or compensation	17,664.30
hibition cases	8,484.65
igns and drawings for cases	235.00
wers, trays, boxes	1,518.33
mes, stands, miscellaneous wood-work	1,966.92
s	989.19
rdware and tools	1,517.67
th, plush, cotton (lining for cases, etc.)	167.65
s jars	60.20
micals, photo supplies and instruments	615.21
mber	2,153.67
nts, oil, varnish, brushes	865.96
ce furniture	395.05
irs (for hall)	154.50
tal work (iron, brass, tin, etc.)	1,651.08
te, brick, stone, plaster	543.61
bber goods, hose, etc	421.88
e-proof safe for disbursing clerk	412.12
veling expenses	21.47
Total expenditure to December 1, 1889	39,838.36
Balance December 1, 1889, to meet outstanding liabilities	161.64

alysis of salaries and compensation paid from the appropriation for furniture and fixtures, 1888–'89.

l of these persons were employed by the month or day, and some of them for part of the year only.]

engineer of property, per month	$150.00	Two carpenters, per diem	$2.00
clerk, per month	58.33	One painter, per diem	2.50
copyist, per month	58.33	One painter, per month	50.00
copyist, per month	55.00	Two painters, per diem	2.00
copyist, per month	40.00	Two laborers, per month	50.00
copyist, per month	30.00	One laborer, per month	40.00
cabinet-maker, per diem	3.00	Six laborers, per diem	1.50
carpenter, foreman, per diem	3.50	One cleaner, per month	30.00
carpenters, per diem	3.00		

Detailed list of vouchers for expenditures for furniture and fixtures, 1888–'89.

No.	Items of expenditure.	Amount.
1	Pay-roll for July, 1888, services	$1,130.03
2	C. H. Darcy, services	42.00
3	J. W. Duval, services	9.00
4	Church & Stephenson, lumber	185.93
5	Pay-roll for August, 1888, services	1,499.00
6	R. L. Reed, services	49.00
7	R. W. Ryan, services	60.00
8	Melville Lindsay, rubber stopples	23.04
9	Excelsior Varnish Works, varnish	3.00
10	W. J. Walker, services	16 00
11	Pay-roll for September, 1888, services	1,526.50
12	F. P. May & Co., hardware	11.96
13	D. Ballauf, wooden cylinders	5.00
14	Church & Stephenson, lumber	156.84
15	G. B. Clark & Son, slate	22.75
16	E. G. Wheeler, cage	10.00
17	Fritz Noebe, services	12.00
18	L. R. Trembly, glass	15.00
19	C. J. Fanning, slate-roofing armory	112.00
20	W. H. Hoeke, plush	3.00
21	B. H. Shoemaker, plate glass	26.50
22	Pay-roll for October, services	1,830.66
23	Julius Lansburgh, chairs	4.50
24	F. A. Belt, posts	2.50
25	W. H. Douglass, hinges	209.88
26	W. B. Williams, folding chairs	150.00
27	F. A. Schneider, hardware, glue, etc	84.50
28	Patrick & Carter, repairing engine	3.75
29	Wood & Forsyth, label frames	9.00
30	Pay-roll for November, services	1,362.66
31	W. Bruce Gray, drawings for cases	170.00
32	John C. Parker, letter-press	8.50
33	John A. Baker, crank-wheel	3.50
34	Woodward & Lothrop, plush	17.00
35	George Ryneal, jr., putty	1.90
36	E. E. Jackson & Co., stands	50.00
37	W. E. Gavit, racks	19.20
38	Eimer & Amend, rubber stopples	207.60
39	George P. Clark, rubber truck-wheel bands	10.66
40	Hayward & Hutchinson, fire-set	10.50
41	E. F. Brooks, lamp	11.00
42	Church & Stephenson, lumber	371.39
43	H. Rosendale, hammers	4.50
44	W. B. Moses & Son, desk	33.00
45	F. P. May & Co., hardware	54.61
46	Excelsior Varnish Works, hard-oil finish	11.50
47	T. H. McAllister, stereopticon	225.00
48	F. V. Devoe & Co	76.80
49	G. Ryneal, jr., glue, white lead, etc	26.20
50	Ross & Co., lens	268.61
51	Thomas Wilson, desk, case, and chair	45.00
52	Thonet Bros., stand legs	86.35
53	F. Miller, turpentine	11.75
54	F. A. Schmidt, instruments	3.20
55	H. J. Brown, brass tags	125.00
56	Pay-roll for December, 1888, services	1,316.08
57	Charles Woodington, pedestal	25.00
58	John Schmitt, insect boxes	110.00
59	C. A. Schneider's Sons, iron beams	122.64
60	Church & Stephenson, lumber	56.45
61	Robert Boyd, iron work	33.33
62	T. H. McAllister, cylinders, signal-bells, etc	69.92
63	W. H. Butler, paints	55.35
64	Excelsior Varnish Works, paints	3.00
65	J. Carbutt, negative films	13.68
66	J. M. Lloyd, brick work	201.36
67	Eimer & Amend, chemicals	14.11
68	Lansburgh & Bro., velvet	57.88
69	Whithall, Tatum & Co., glass bottles	17.70
70	Melville Lindsay, rubber packing	2.60
71	George P. Clark, casters	5.60
72	W. E. Gavitt, brackets	29.50
73	E. E. Jackson & Co., walnut rods	53.50
74	Daniel Shanahan, paints	5.95
75	Franklin & Co., lens	2.50
76	Pay-roll for January, services	1,516.60
77	F. A. Schneider, hardware	10.86
78	DeWitt Wire Cloth Company, brass work	22.00
79	J. W. Barker, copper tanks	62.50
80	Francis Miller, paints	14.75
81	E. E. Jackson & Co., blocks and pedestals	67.10
82	Smith & Wardwell, mirror	1.80
83	George A. Mills, trays	128.10
84	T. Somerville & Sons, iron work	3.46
85	Herring & Co., fire-proof safe	412.12
86	William Fisher, brass work	64.33
87	James Hughes, plastering	50.00
88	R. McCormick, services	15.00
89	Wyckoff, Seamans & Benedict type-writer	85.00
90	L. H. Schneider's Son, hardware	37.30
91	F. W. DeVoe & Co., paints	118.80
92	Edw. Burroughs, services	42.00
93	Fritz Noebe, services	42.00
94	Charles Bergmann, services	9.00
95	L. H. Hopkins, pins	6.75
96	Charles Woodington, label frames	50.00
97	Curry & Burchette, wall case	335.00
98	Church & Stephenson, lumber	270.10
99	William Busching, services	42.00
100	Fritz Noebe, services	9.00
101	V. E. Burdick, ladder	15.00
102	Pay-roll for February, services	1,514.45
103	F. P. May & Co., hardware	65.53
104	George N. Garrett, hardware	15.00
105	M. Lindsay, hose	177.98
106	Albert Martin, services	27.00
107	George A. Mills, folding screens	68.75
108	Smith & Wardwell, mirror	1.80
109	Excelsior Varnish Works, paints	47.00
110	F. W. DeVoe & Co., paints	14.00
111	W. E. Gavit, racks	38.40
112	L. Schmid & Sons, wire supports	17.50
113	William Busching, services	9.00
114	Church & Stephenson, lumber	279.55
115	C. Schneider, locks	45.00
116	J. E. Watkins, travel	8.77
117	Z. D. Gilman, paints	49.15
118	George Ryneal, jr., paints	40.50
119	W. B. Moses & Son, desk	26.00
120	F. P. May & Co., hardware	8.71
121	F. A. Schneider, hardware	45.22
122	N. V. Randolph & Co., trays	518.12
123	Charles Woodington, case	75.00
124	Charles Becker, paints	20.71
125	J. Lansburgh, desk, mats, etc	50.38
126	A. W. Martin, services	30.00
127	Barber & Co., hardware	2.91
128	T. Somerville & Son, brass-work	4.04
129	Pennsylvania Railroad Company, travel	2.00
130	J. T. Armstrong & Co., iron-work	77.95
131	H. P. Gilbert, paints	26.62
132	Edward Burroughs, services	42.00
133	Edward Burroughs, services	33.00
134	Pay-roll for March, services	1,593.58
135	F. Peterson, mat	4.00
136	Curry & Burchette, catalogue cases	234.00
137	W. B. Williams, mat and chairs	35.00
138	L. H. Schneider's Son, hardware	163.17
139	Jacob Naylor, iron-work	109.46
140	Cincinnati Corrugating Company, iron	2.00
141	E. G. Wheeler, lead	1.00
142	George Ryneal, jr., paints	37.75
143	E. E. Jackson & Co., frames and blocks	45.00
144	E. E. Jackson & Co., blocks	6.00

Detailed list of vouchers for expenditures for furniture and fixtures, 1888–89.

No.	Items of expenditure.	Amount.	No.	Items of expenditure.	Amount.
145	Wood Brothers, drawers	$18.02	196	E. E. Jackson & Co., mahogany cases	$403.75
146	F. W. Devoe & Co., paints	6.75	197	Church & Stephenson, lumber	220.53
147	Robert Boyd, iron and tin	18.85	198	G. A. Mills, repairs to irons and cases	20.60
148	H. Hollander, spittoons	3.19	199	W. H. Douglas, brass-work	8.70
149	F. P. May & Co., hardware	128.30	200	George Ryneal, jr., white lead	20.25
150	G. A. Mills, mahogany tables	1,250.00	201	Pay-roll for June, 1889, services	1,351.33
151	Wood Brothers, drawers	154.50	202	M. G. Copeland, awnings	24.00
152	F. P. May & Co., hardware	25.16	203	James Hughes, plastering	125.00
153	B. H. Shoemaker, plate-glass	172.72	204	Chester Steel Casting Company, steel	100.36
154	J. W. Barker, copper tanks	87.50	205	F. H. Ganter, metal frame	20.00
155	L. H. Schneider's Son, hardware	13.17	206	L. H. Schneider's Son, hardware	140.95
156	Wm. H. Butler, oils and brushes	48.25	207	Woodward & Lothrop, cloth, sheeting, etc	69.11
157	N. V. Randolph & Co., paper trays	75.81	208	Franklin & Co., engravers' loops	2.50
158	Baltimore and Potomac Railroad Company, travel	7.25	209	H. Rosendale & Co., tools	6.75
159	Pay-roll for April, 1889, services	1,231.08	210	F. W. Pilling, cages	160.80
160	Church & Stephenson, lumber	333.94	211	H. Hoffa, stand	2.00
161	Curry & Burchette, mahogany columns	950.40	212	F. A. Belt, walnut	48.75
162	D. Shanahan, brushes	17.51	213	George W. Dant, brick-work	23.50
163	G. A. Mills, mahogany tables	1,250.00	214	The F. F. Adams Company, traps	9.00
164	Wood Brothers, unit drawers	429.55	215	W. E. Gavit, brackets	306.03
165	Holbrook Brothers, plate glass	353.09	216	L. Schmid & Sons, wire frames	13.00
166	Geo. A. Mills, mahogany cases	1,200.00	217	Church & Stephenson, lumber	138.09
167	J. B. Hammond, unit boxes	81.00	218	Robert Boyd, metal work	118.42
168	Pay-roll for May, 1889, services	1,304.33	219	E. J. Pullman, hawk-eye camera	25.00
169	Church & Stephenson, lumber	92.10	220	L. H. Schneider's Son, hardware	28.52
170	C. F. Carter & Co., hardware	12.55	221	W. Bruce Gray, drawings	65.00
171	F. A. Schneider, hardware	32.03	222	Charles Becker, paint	4.25
172	F. P. May & Co., hardware	12.50	223	M. W. Beveridge, pitchers, dusters, etc	13.73
173	T. Somerville & Sons, brass	20.81	224	Barber & Ross, wire and tacks	.70
174	S. Corbett, tin storage cases	72.50	225	Wood Bros., pine drawers	273.90
175	L. H. Schneider's Son, hardware	50.93	226	George White & Sons, machinist	10.00
176	John Schmitt, insect cabinets	250.00	227	F. P. May & Co., hardware and metal	55.74
177	Wood Bros., book-cases	112.50	228	George Watts, dusters	.75
178	M. W. Beveridge, brushes, buckets, etc	116.62	229	Thomas Somerville & Sons, brass-work	4.10
179	Lansburgh & Bro., sheeting, etc	20.66	230	Belt & Dyer, walnut bird-stands	34.10
180	William H. Butler, glazier's diamond and turpentine	23.50	231	Wood Bros., pine drawers	140.30
181	E. G. Wheeler, lead	4.00	232	E. E. Jackson & Co., pine storage boxes	31.00
182	G. A. Mills, mahogany table cases	84.00	233	E. G. Wheeler, old lead	2.50
183	S. Bache & Co., plate glass	247.50	234	L. H. Schneider's son, hardware	1.55
184	E. J. Pullman, photo. outfit	49.98	235	....do	1.65
185	Robert Boyd, hardware	3.25	236	J. E. Watkins, travel	5.45
186	L. Eisinger, painting	4.00	237	F. P. May & Co., hardware	2.00
187	Barber & Ross, tools	1.95	238	Wood Bros., trays and drawers	205.00
188	Yale and Towne Manufacturing Company, locks	8.05	239	W. Fischer, book-fasteners	14.48
189	E. E. Jackson & Co., mahogany case and pine case	156.85	240	J. M. Queen & Co., glass vials	42.50
190	B. H. Shoemaker, crystal and plate glass	157.10	241	E. E. Jackson & Co., cases	345.50
191	Brock Bros., tin case	9.55	242	E. E. Jackson & Co., case	45.00
192	J. Lansburgh, walnut desk	35.00		Total	39,838.36
193	T. H. McAllister, photo. supplies	13.13			
194	E. Miller, crystal glass	13.50			
195	E. E. Jackson & Co., mahogany cases	2,360.00			

HEATING, LIGHTING, ETC.

Appropriation by Congress for the fiscal year ending June 30, 1889, "for expense of heating, lighting, and electrical and telephonic service for the National Museum." (Sundry civil act, October 2, 1888)	$12,000.00
And, "for expenses of heating the U. S. National Museum for the fiscal year ending June 30, 1889." (Deficiency act, March 2, 1889.)	1,000.00
Total appropriated	13,000.00

Expenditures during the fiscal year 1888–'89.

Salaries and compensation	$5,435.00	
Coal and wood	4,188.43	
Gas	1,188.37	
Telephones	800.16	
Electric work	58.24	
Rental of call-boxes	120.00	
Heating repairs	638.81	
Total expenditure to December 1, 1889		12,429.01
Balance December 1, 1889		570.99

(This balance includes a liability of $567 for the maintenance and care of the electrical plant during the year, which has been paid since December 1.)

Analysis of salaries and compensation paid from the appropriation for heating, lighting, etc., 1888–'89.

One engineer, per month	$120.00
One chief fireman and machinist, per month	65.00
Five firemen, per month	50.00
One telephone clerk, per month	55.00
One telegraph clerk, per month	40.00

NOTE.—The boiler rooms are three in number; two of these are in the Smithsonian building. One heats the exhibition halls, and is attended by one fireman, who is aided by one night watchman; that under the east end warms the offices and storage rooms, and is smaller. It is under the charge of a fireman, aided by a watchman.

Under the southwest corner of the museum is the principal plant, attended by four firemen in severe weather, although not more than two are constantly engaged in active service as firemen. One of the firemen is a blacksmith, one a plumber and gas-fitter, a third is a locksmith, and each of these men does mechanical work in addition to his work as fireman.

There is also a hot-air furnace in the laboratory building, for the convenience of the preparators and taxidermists, constantly employed there; and up to July 1, 1889, a portion of the coal burned is chargeable to the armory building, until then largely occupied by Museum workmen, but no longer entirely under the charge of the institution.

Detailed list of vouchers for expenditures for heating and lighting, 1888–'89.

No.	Items of expenditure.	Amount.	No.	Items of expenditure.	Amount.
1	Pay-roll for July, 1888, salaries	$530.00	38	C. K. Ditto, salaries	$15.00
2	Gas Company, gas	65.51	39	Pay-roll for March, salaries	425.00
3	Pay-roll for August, 1888, salaries	530.00	40	Wm. E. Hodge, coal	24.85
4	Gas Company, gas	70.64	41	Royce & Marean, electric work	7.24
5	Pay-roll for September, salaries	465.00	42	Mutual District Messenger Company, box rent	10.00
6	B. Brown, telephones	6.00			
7	Wm. E. Hodge, coal	2,930.15	43	Gas Company, gas	109.13
8	Gas Company, gas	80.88	44	A. H. Young, heating repairs	1.00
9	T. Somerville & Sons, heating repairs	4.95	45	Kennedy Bros., wood	13.00
			46	Samuel Emery, coal	2.00
10	W. C. Robinson & Son, oil	3.23	47	M. E. Pierce, telephones	4.00
11	A. H. Young, heating repairs	4.00	48	Chesapeake and Potomac Telephone Company, telephones	207.70
12	Pay-roll for October, salaries	465.00			
13	Chesapeake and Potomac Telephone Company, telephones	178.86	49	Mutual District Messenger Company, box rent	10.00
14	Gas Company, gas	93.64	50	Mutual District Messenger Company, box rent	10.00
15	Pay-roll for November, salaries	465.00			
16	Mutual District Messenger Company, box rent	20.00	51	Pay-roll for April, salaries	425.00
			52	Gas Company, gas	102.26
17	W. E. Hodge, coal	51.39	53	Wm. E. Hodge, coal	998.35
18	A. B. Smith, wood	12.00	54	A. B. Smith, wood	6.20
19	Royce & Marean, electric work	40.00	55	Pay-roll for May, 1889, salaries	425.00
20	Mutual District Messenger Company, box rent	10.00	56	T. Somerville & Sons, heating repairs	.85
21	Gas Company, gas	107.88	57	Gas Company, gas	79.14
22	Pay-roll for December, salaries	465.00	58	Mutual District Messenger Company, box rent	10.0
23	Mutual District Messenger Company, box rent	10.00	59	John K. Ward, heating repairs	153.05
24	Gas Light Company, gas	123.88	60	Mutual District Messenger Company, box rent	10.00
25	Mutual District Messenger Company, box rent	10.00	61	F. Miller, heating repairs	1.25
26	Pay-roll for January, salaries	425.00	62	W. W. Tupper & Co., heating repairs	200.00
27	T. Somerville & Sons, heating repairs	20.87	63	Pay-roll for June, 1889, salaries	375.00
			64	J. C. Ergood & Co., oil	5.04
28	Arthur B. Smith, wood	40.00	65	Gas Company, gas	77.26
29	Gas Light Company, gas	145.89	66	Mutual District Messenger Company, box rent	10.00
30	Chesapeake and Potomac Telephone Company, telephones	201.60	67	Chesapeake and Potomac Telephone Company, telephones	200.00
31	Mutual District Messenger Company, box rent	10.00	68	Browning & Middleton, candles	1.10
32	W. C. Lewis & Co., heating repairs	22.75	69	Royce & Marean, electric bell, etc.	11.00
33	W. E. Hodge, coal	110.49	70	T. Somerville & Sons, heating repairs	19.61
34	Pay-roll for February, salaries	425.00			
35	Gas Light Company, gas	132.26	71	Jno. K. Ward, heating repairs	183.33
36	M. E. Pierce, telephones	2.00	72	E. F. Brooks, glass globes, etc	11.00
37	T. Somerville & Sons, heating repairs	6.76		Total	12,429.01

NORTH AMERICAN ETHNOLOGY.

Appropriation by Congress, for the fiscal year ending June 30, 1889, for the purpose of continuing ethnological researches among the American Indians, under the direction of the Secretary of the Smithsonian Institution, including salaries or compensation of all necessary employés (sundry civil act, October 2, 1888) $40,00

Expenditures during the fiscal year 1888–'89.

Salaries or compensation	29,54
Traveling expenses	3,24
Transportation of property	12
Field supplies	4
Instruments	1
Laboratory material	9
Photographic material	4
Books for library	29
Stationery and drawing material	5
Illustrations for report	11
Office furniture	9
Office supplies and repairs	21
Telegrams	
Specimens	50
Total expenditure	34,31
Bonded railroad accounts, settled by Treasury Department	61
Total expenditure	34,37
Balance July 1, 1889, to meet outstanding liabilities	5,62

Analysis of salaries and compensation paid from the appropriation for North Ameri Ethnology, 1888–'89.

	Sal
One ethnologist, per month	$250
Two ethnologists, per month	200
Two ethnologists, per month	150
One ethnologist (for 7 months), per month	150
One ethnologist (for 3 months), per month	125
Four ethnologists, per month	100
One assistant ethnologist (10 months), per month	100
One assistant ethnologist (6 months), per month	100
One assistant ethnologist (2 months), per month	125
One assistant ethnologist (6 months), per month	125
One assistant ethnologist, per month	8
Two assistant ethnologists, per month	6
Two copyists, per month	5
One modeller, per month	5
One messenger, per month	5
Paid by day, job, or contract	4,48

DETAILED LIST OF VOUCHERS FOR EXPENDITURES FOR NORTH AMERICAN ETHNOLOGY, 1888–'89.

Disbursements made by John D. McChesney, disbursing agent, Bureau of Ethnology, during the first quarter of 1888–'89.

No.	To whom paid.	For what paid.	Amount.
1	Z. D. Gilman	Supplies for modeling purposes	$2.25
2	Mary Irvin Wright	Original drawings	23.60
3	Baltimore and Potomac Railroad Company.	Transportation of assistants	11.00
4	J. C. Parker	Office furniture	5.50
5	A. S. Witherbee & Co	Publications	9.10
6	Charles S. Cudlip	Photographic supplies	10.00
7	George Ryneal, jr	Artists supplies	4.03
8	E. Morrison	Field supplies	.65
9	Pennsylvania Railroad Company	Transportation of assistants	22.10
10	Baltimore and Ohio Railroad Company	Freight	.84
11	Atchison, Topeka and Santa Fé Railroad.	do	.35
12	do	do	.75
13	Pay-roll of employés	Services, July, 1888	1,438.33
14	do	do	89.35
15	Cyrus Thomas	do	200.00
16	V. L. Thomas	do	50.00
17	H. L. Reynolds	do	100.00
18	James D. Middleton	do	100.00
19	Gerard Fowke	do	100.00
20	James Mooney	do	100.00
21	A. McChesney	do	25.00
22	E. E. Jackson & Co	Supplies for modeling purposes	28.58
23	New York, Lake Erie and Western Railroad.	Transportation of assistants	12.45
24	W. J. Hoffman	Services, July, 1888	100.00
25	do	Traveling expenses	400.56
26	Adams Express Company	Freight charges	3.75
27	Pay-roll of employés	Services, August, 1888	1,488.33
28	James D. Middleton	do	125.00
29	W. J. Hoffman	do	100.00
30	A. B. Renehan	Services, August 13–31, 1888	25.50
31	James Mooney	Services, August, 1888	100.00
32	Henry Lee Reynolds	do	100.00
33	Gerard Fowke	do	125.00
34	Cyrus Thomas	do	200.00
35	V. L. Thomas	do	50.00
36	A. McChesney	do	25.00
37	L. H. Schneider's Son	Laboratory material	3.00
38	Baltimore and Ohio Railroad	Transportation of assistants	100.00
39	Gerard Fowke	Traveling expenses	24.99
40	Mary Irving Wright	Services	48.40
41	Baltimore and Potomac Railroad	Transportation of assistants	11.00
42	Herman Baumgarten	One rubber stamp	1.00
43	Western Union Telegraph Company	Telegram	.20
44	Baltimore and Potomac Railroad	Transportation of assistants	6.50
45	Cyrus Thomas	Traveling expenses	25.00
46	J. W. B. Hewitt	do	49.06
47	Garrick Mallery	do	249.87
48	Pennsylvania Railroad Company	Transportation of assistants	34.20
49	A. B. Renehan	Services, September 1–27, 1888	34.50
50	United States Express Company	Freight charges	9.95
51	Pay-roll of employés	Services, September, 1888	1,488.33
52	Cyrus Thomas	do	200.00
53	V. L. Thomas	do	50.00
54	James D. Middleton	do	125.00
55	James Mooney	do	100.00
56	Henry Lee Reynolds	do	100.00
57	W. J. Hoffman	do	100.00
58	A. McChesney	do	25.00
59	Ludwig von Logan	do	18.00
60	Adams Express Company	Freight charges	13.05
	Total		7,976.07

Disbursements made by John D. McChesney, disbursing agent, Bureau of Ethnology, ing the second quarter of 1888–'89.

No.	To whom paid.	For what paid.	Am
1	H. L. Reynolds	Traveling expenses	
2	Z. D. Gilman	Supplies for modeling	
3	Ludwig von Logan	Services, October 1–13, 1888	
4	Henry Lee Reynolds	Traveling expenses	
5	Adams Express Company	Freight charges	
6	Baltimore and Potomac Railroad Company.	Transportation of assistants	
7	J. W. B. Hewitt	Traveling expenses	
8	Baltimore and Ohio Railroad Company.	Transportation of assistants	
9	The Pennsylvania Railroad	do	
10	Samuel Fremont	Services, September 5–30, 1888	
11	A. McChesney	Services, October, 1888	
12	V. L. Thomas	do	
13	Cyrus Thomas	do	2
14	Henry Lee Reynolds	do	1
15	James D. Middleton	do	1
16	Pay-roll of employés	do	1,5
17	James Mooney	do	1
18	Samuel Fremont	do	
19	Western Union Telegraph Company	Telegram	
20	W. W. Blake	Publications	
21	Wyckoff, Seamans & Benedict	Repairs to type-writer	
22	Photo-Engraving Company	Original drawings, etc	
23	Ohio and Mississippi Railway Company.	Transportation of assistants	
24	C. H. Pond	Three self-inking dating stamps	
25	J. W. B. Hewitt	Traveling expenses	
26	do	do	
27	Charles S. Cudlip	Photographic supplies	
28	James Mooney	Traveling expenses	3
29	James D. Middleton	do	
30	H. W. Henshaw	do	3
31	A. McChesney	Services, November 1–15, 1888	
32	V. L. Thomas	do	
33	Cyrus Thomas	Traveling expenses	
34	Pennsylvania Railroad Company	Transportation of assistants	
35	Pay-roll of employés	Services, November, 1888	1,5
36	James D. Middleton	do	1
37	Cyrus Thomas	do	2
38	Samuel Fremont	do	
39	T. E. Stevenson	Preparation of drawings	2
40	Nora Thomas	Services, November 16–30, 1888	
41	James Mooney	Services, November, 1888	1
42	Augusta McChesney	Services, November 16–30, 1888	
43	William Dinwiddie	Services, November, 1888	
44	Henry Lee Reynolds	do	1
45	Z. D. Gilman	Supplies for modeling	
46	Adams Express Company	Freight charges	
47	Cyrus Thomas	Traveling expenses	
48	Nora Thomas	do	
49	C. H. L. Macdonald	Four drawings	
50	Mrs. Matilda C. Stevenson	Ethnologic collection	5
51	Baltimore and Potomac Railroad	Transportation of assistants	
52	Wm. L. Ford	Laboratory supplies	
53	L. H. Schneider's Son	Supplies for repairs and modeling purposes	
54	George Ryneal, jr.	Supplies for modeling purposes	
55	James D. Middleton	Traveling expenses	6
56	C. H. Pond	One self-inking stamp	
57	Gottlieb Spitzer	Office supplies	
58	Old Colony Railroad Company	Transportation of assistants	
59	Pennsylvania Railroad	do	1
60	Western Union Telegraph Company	Telegrams	
61	Pay-roll of employés	Services, December, 1888	53
62	do	do	1,57
63	Samuel Fremont	do	
64	James Mooney	do	10
65	Richmond and Danville Railroad	Transportation of assistants	1
66	do	do	1
67	James W. Queen & Co.	Drawing instruments	1
	Total		8,88

Disbursements made by Victor Mindeleff, special disbursing agent, Bureau of Ethnology, during the second quarter of 1888–'89.

No.	To whom paid.	For what paid.	Amount.
1	A. M. Stephen	Services, July, August, and September, 1888	$300.00
2	A. M. Stephen	Services, October, 1888	100.00
3	A. M. Stephen	Services, November, 1888	100.00
4	Victor Mindeleff	Traveling expenses	200 00
5	Victor Mindeleff	Traveling expenses	150.00
6	A. M. Stephen	Services, December, 1888	100.00
	Total		950.00

Disbursements made by John D. McChesney, disbursing agent, Bureau of Ethnology, during the third quarter of 1888–'89.

1	Cyrus Thomas	Traveling expenses	$33.85
2	Albert S. Gatschet	....do	45.48
3	Henry Lee Reynolds	....do	64.30
4	Adams Express Company	Freight charges	21.45
5	George Ryneal	Material for relief map	15.35
6	Baltimore and Potomac Railroad	Transportation of assistant	21.50
7	Pennsylvania Railroad Company	....do	53.05
8	Adams Express Company	Freight charges	22.90
9	Gustave E. Stechert	Publications	12.40
10	Charles L. Woodward	....do	10.00
11	Henry Lee Reynolds	Traveling expenses	29.45
12	Little, Brown & Co	Publications	15.00
13	John F. Paret	Office supplies	7.75
14	Henry Lee Reynolds	Traveling expenses	12.72
15	Pay-roll of employés	Services, January, 1889	1,573.49
16	....do	....do	525.00
17	Samuel Fremont	....do	60.75
18	Lucy E. Van Velzer	....do	48.39
19	James Mooney	....do	100.00
20	Wyckoff, Seamans & Benedict	Remodeling type-writer	22.00
21	A. M. Stephen	Services, January, 1889	100.00
22	W. A. Smith	Illustrations for Report	5.00
23	Western Union Telegraph Company	Telegram	.26
24	Pennsylvania Railroad Company	Transportation of asstisants	13.20
25	John C. Parker	End of type-writer	1.62
26	James D. Middleton	Traveling expenses	72.15
27	E. G. Wheeler	Supplies for modeling purpose	1.00
28	Browning & Middleton	Modeling supplies	1.60
29	Hume & Co	Sand soap	2.70
30	L. H. Schneider's Son	Material for modeling	3.40
31	Lake Shore and Michigan Southern Railroad.	Transportation of assistants	6.90
32	George E. Littlefield	Publications	1.80
33	Pay-roll of employés	Services, February, 1889	1,528.33
34	....do	....do	500.00
35	....do	....do	104.00
36	B. Westermann & Co	Publications	6.54
37	C. H. Pond	Rubber hand-stamp	4.00
38	A. M. Stephen	Pay, February, 1889	100.00
39	John W. Emmert	....do	70.00
40	Allegheny Valley Railroad	Transportation of assistants	5.01
41	Baltimore and Potomac Railroad	....do	10.75
42	J. Curtin	Traveling expenses	69.25
43	....do	....do	161.10
44	Western Union Telegraph Company.	Telegrams	.60
45	Charles S. Cudlip	Photographic supplies	2.50
46	Franz Boas	Services, February, 1889	150.00
47	Mary M. Mitchell	Seven drawings	10.50
48	Gore Janney & Co	One office desk	87.00
49	Adams Express Company	Freight	8.95
50	George Hunter	Publications	2.00
51	Brentanos	....do	3.00
52	George W. Knox	Freight charges and hauling	1.06
53	Franz Boas	Services, March, 1889	150.00
54	John W. Emmert	....do	75.00
55	Mary M. Mitchell	Twelve drawings	18.00
56	Pay-roll of employés	Services, March, 1889	1,528.33
57	....do	....do	500.00
58	....do	....do	145.00
59	A. M. Stephen	....do	100.60
60	James C. Pilling	Traveling expenses	15.75
	Total		8261.13

Disbursements made by John D. McChesney, disbursing agent, Bureau of Ethnology, during the fourth quarter of 1888–'89.

No.	To whom paid.	For what paid.	Amount.
1	Cyrus Thomas	Traveling expenses	$13.50
2	Pittsburgh, Cincinnati, and St. Louis Railroad.	Transportation of assistants	5.00
3	Z. D. Gilman	Supplies	4.45
4	Thos. Riggs, jr	Office supplies	12.00
5	Pennsylvania Railroad Company	Transportation of assistants	11.95
6	Chesapeake and Ohio Railroad Company.	....do	11.80
7	Richmond and Danville Railroad	....do	16 15
8	Cleveland, Columbus, Cincinnati and Indianapolis Railroad.	....do	6.90
9	Baltimore and Potomac Railroad	...do	21.50
10	J. Curtin	Services, February, 1889	150.00
11	....do	Services, March, 1889	150.00
12	Hayward & Hutchinson	Supplies for modeling purposes	3.90
13	Albert S. Gatschet	Miscellaneous field expenses	17.00
14	Geo. Ryneal, jr	Supplies for modeling	26.75
15	Royce & Marean	Electrical supplies	30.40
16	John W. Emmert	Services, April, 1889	75.00
17	W. B. Moses & Son	Supplies for office	27.15
18	Hermann Baumgarten	...do	4.00
19	Ponca Indian, Little Standing Buffalo.	Services	52.00
20	Adams Express Company	Freight charges	5.45
21	Franz Boas	Services, April, 1889	150.00
22	Mary M. Mitchell	Twelve drawings	21.00
23	Pay-roll of employés	Services, April, 1889	525.00
24	....do	... do	100.00
25	....do	....do	1,528.33
26	A. M. Stephen	...do	100.00
27	Pennsylvania Railroad Company	Transportation of assistants	11.95
28	William D. Clark & Co	Modeling supplies	15.73
29	E. E. Jackson & Co	Supplies for modeling purposes	11.22
30	George Ryneal, jr	Supplies for modeling	2.00
31	United States Express Company	Freight charges	31.10
32	Ponca Indian	Services, May 1–24, 1889	42.00
33	Pay-roll of employés	....do	135.00
34	....do	....do	500.00
35	....do	....do	1,515.50
36	Baltimore and Potomac Railroad	Transportation of assistants	21.50
37	Mary M. Mitchell	Drawings	38.50
38	A. M. Stephen	Services	100.00
39	John C. Parker	Type-wheel	15.00
40	Eastman Dry-plate and Film Company.	Photographic material	30.00
41	J. Curtin	Services, April, 1889	150.00
42	Western Union Telegraph Company	Telegrams, March, 1889	.98
43	United Lines Telegraph Company	Telegrams	.40
44	William Beauchamp	Archæological map	5.00
45	W. H. Lowdermilk & Co	Publications	67.40
46	James C. Pilling	Traveling expenses	122.30
47	Pay-roll of employés	Services, June, 1889	158.33
48	.....do	.....do	500.00
49	.....do	.....do	110.00
50	Wyckoff, Seamans & Benedict	Type-writer supplies	27.45
51	A. M. Stephen	Services, June, 1889	100.00
52	Cyrus Thomas	Traveling expenses	2.75
53	Gustav. E Stechert	Publications	25.75
54	Royce and Marean	Office supplies	14.35
55	Brentanos	Publications	4.40
56	East Tennessee, Virginia and Georgia Railroad.	Transportation of assistants	16.95
57	Mary M. Mitchell	12 drawings	21.00
	Total		8,241.63
	Grand total		34,311.67

'ONGRESS, } HOUSE OF REPRESENTATIVES. { MIS. DOC.
ession. } { No. 46.

OLUTION OF INQUIRY RELATING TO THE CENSUS.

Y 6, 1890.—Referred to the Committee on the Eleventh Census and ordered to be printed.

Mr. DOCKERY submitted the following

RESOLUTION:

ereas the agricultural wealth of the nation is steadily declining
rming is no longer profitable, as is manifest in the fact of aban-
farms in some of the New England States and mortgaged farms
West and South; and
ereas it is of vital importance, in the study of economic questions
y relate to the farming industry, to know the extent of the mort-
indebtedness of the farmers; and
ereas section 17 of the act authorizing the Eleventh Census directs
perintendent of the Census, under authority of the Secretary of
terior, to ascertain "the recorded indebtedness of private cor-
ons and individuals"; and
ereas said Superintendent, under date of December 3, 1889, has
that "these statistics can not be got from records," thus indicat-
s view of the impracticability of enforcing the law: Therefore, be it
olved, That the Secretary of the Interior be, and is hereby, re-
ed to inform the House why it is not possible to ascertain "the
led indebtedness of private corporations and individuals," to the
at Congress may, if it be found necessary, enact such legislation
l enable the Superintendent of the Census to ascertain the num-
the homes and farms of the people that are mortgaged and the
tage of the value so mortgaged.

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51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 47.

SMILEY N. CHAMBERS AND OTHERS, INDIANA.

JANUARY 7, 1890.—Referred to the Committee on Rules and ordered to be printed.

Mr. BYNUM introduced following

RESOLUTION:

Whereas, during the campaign in the year 1888, to wit, on the — day of October, it was charged and published in the Indianapolis Sentinel, a daily journal published in the city of Indianapolis, in the State of Indiana, that Wm. W. Dudley did write and cause to be written, and send and cause to be sent, to divers persons in the State of Indiana the following letter, advice and directions, to wit:

[Executive Committee: M. S. Quay, chairman; J. S. Clarkson, vice chairman; J. S. Fassett, secretary; Wm. W. Dudley, treasurer; John C. New, A. L. Conger, G. A. Hobart, Samuel Fessenden, Geo. R. Davis, J. Manchester Haynes, M. H. DeYoung, Wm. Cassius Goodloe.]

HEADQUARTERS REPUBLICAN NATIONAL COMMITTEE,
91 *Fifth Avenue, New York, N. Y., October* 24.

DEAR SIR: I hope you have kept copies of the lists sent me. Such information is very valuable and should be used to great advantage. It has enabled me to demonstrate to friends that with proper assistance Indiana is surely Republican for Governor and President, and has resulted as I hoped it would, in securing for Indiana the aid necessary. Your committee will certainly receive from Chairman Huston the assistance necessary to hold our floaters and doubtful voters, and gain enough of the other kind to give Harrison and Morton 10,000 plurality. New York is now safe beyond peradventure for the Republican Presidential ticket; Connecticut likewise; in short every Northern State except, perhaps, New Jersey, though we still hope to carry that State. Harrison's majority in the Electoral College will not be less than 100.

Make our friends in each precinct wake up to the fact that only boodle and fraudulent votes and false counting of returns can beat us in the State. Write each of our correspondents: 1st, To find out who has Democratic boodle and steer the Democratic workers to them, and make them pay big prices for their own men. 2d. Scan the election officers closely, and make sure to have no man on the Board whose integrity is even questionable, and insist on Republicans watching every movement of the election officers. 3d. See that our workers know every voter entitled to vote and let no one else even offer to vote. 4th. Divide the floaters into blocks of fives and put a trusted man with necessary funds in charge of these five, and make him responsible that none get away and that all vote our ticket. 5th. Make a personal appeal to your best business men to pledge themselves to devote the entire day, November 6, to work at the polls, *i. e.*, to be present at the polls with tickets. They will be astonished to see how utterly dumfounded the ordinary Democratic election bummer will be and how quickly he will disappear. The result will fully justify the sacrifices of time and comfort, and will be a source of satisfaction afterwards to those who help in this way. Lay great stress on this matter. It will pay.

There will be no doubt of your receiving the necessary assistance through the national, State, and county committees. Only see that it is husbanded and made to produce results. I rely on you to advise your precinct correspondents, and urge them to unremitting and constant efforts from now till the polls close and the result is announced officially. We will fight for a fair election here if necessary. The rebel crew can't steal this election from us as they did in 1884, without some one getting hurt. Let every Republican do his whole duty and the country will pass into Republican hands, never to leave it, I trust. Thanking you again for your efforts to assist me in my work,

I remain, yours sincerely,

WM. W. DUDLEY.

Please wire me result in principal precincts and county.

And whereas said Dudley was, at the time said letter was so written and sent, to wit, on the 24th day of October, 1888, treasurer of the Republican national committee and actively engaged in the campaign; and whereas by the words, phrases, and expressions of said letter said divers persons to whom said letter was sent were advised to commit bribery at said election to be thereafter held, to wit, on the 6th day of November, 1888, at which said election Representatives to the Fifty-first Congress from said State of Indiana were to be chosen.

And whereas under Section 5511 of the Revised Statutes of the United States it is made a crime to advise any person to commit bribery at any such election; and whereas on the 11th day of December, 1889, one John A. Lang, a competent witness, made and filed before one William A. Van Buren, a United States commissioner within and for the District of Indiana, an affidavit of which the following is a copy:

UNITED STATES OF AMERICA,
District of Indiana, City of Indianapolis, ss:

Before me, William A. Van Buren, a United States commissioner, appointed by the circuit court of the United States for the District of Indiana, in the seventh circuit, to take acknowledgments of bail, etc., according to the acts of Congress in that behalf provided, personally appeared this day John A. Lang, who, being first duly sworn, deposes and says that he has good reason to believe, and does verily believe, that there was had and held on the 6th day of November, 1888, under and pursuant to the laws of the State of Indiana, a general election in the State, including an election in each county thereof, for the election of the governor and State officers, and for the election of county officers.

At the same time and place there was, under and pursuant to the laws of the said State and under and pursuant to the laws of the United States, an election had and held in each Congressional district within the State for the election of representatives in Congress from each Congressional district, and also at the same time and place Presidential electors were elected.

By the laws of the said State of Indiana, the names of all persons voted for for any office or place, including governor, State officers, county officers, and Representatives in Congress, and so forth, were required to be printed or written on the same ticket or ballot.

The affiant further states that William W. Dudley, late of said State and district of Indiana, did at and within said district on or about the 20th day of October, 1888, knowingly, unlawfully, and feloniously counsel and advise preventing, and did endeavor to prevent and attempted to prevent qualified voters at said election commonly called "floaters" and sometimes called "doubtful voters," whose names are to affiant unknown, from freely exercising the right of suffrage at said election for choosing and electing Representatives in Congress by means of bribery, reward, and offer thereof, and the said Dudley did so knowingly, unlawfully, and feloniously counsel and advise that such qualified voters be prevented and did endeavor to procure such qualified voters to be prevented, and did attempt to prevent such qualified voters in each Congressional district and in each county in each district from freely exercising the right of suffrage at the election for Representatives in Congress in each Congressional district.

All contrary to the form of the statute of the United States in such case made and provided and against the peace and dignity of the United States of America.

Count second. The affiant further states that there was had and held on the 6th day of November, 1888, in the Sixth Congressional district of the State of Indiana, composed of the counties of Delaware and other counties, an election for a Representative in Congress from said district, and that said William W. Dudley, late of the State and judicial district of the State of Indiana, on or about the 20th day of October, in the year last aforesaid, did, at and within the district of Indiana, counsel and advise William H. Murray to prevent qualified voters at said election, commonly called "floaters" and sometimes called "doubtful voters," whose names are to this affiant unknown, from freely exercising the right of suffrage at said election by means of bribery, reward, and the offer thereof, and the said Dudley did knowingly, unlawfully, and feloniously, at and within the said district of Indiana and said Delaware County, unlawfully, and feloniously endeavor and attempt to prevent such qualified voters from freely exercising the right of suffrage at said election for a Representative in Congress by means of bribery, reward, and the offer thereof, contrary to the form of the statute of the United States in such cases made and provided, and against the peace and dignity of the United States of America.

Third count. That affiant further states that there was had and held on the 6th

y means of bribery, reward, and the offer thereof, contrary to the form of the of the United States in such case made and provided, and against the peace nity of the United States.

h count. The affiant further states that there was had and held on the 6th November, 1888, under and pursuant to the laws of the State of Indiana, a election in the State, including an election in each county thereof, for the of the governor and State officers and for the election of county officers. At e time and place there was, under and pursuant to the laws of the said State ler and pursuant to the laws of the United States, an election had and held in ngressional district within the State for the election of Representatives in s from each Congressional district, and also at the same time and place Presi- electors were elected.

e laws of the said State of Indiana the names of all persons voted for for any place, including governor, State officers, county officers, and Representatives ress, and so forth, were required to be printed or written on the same ticket or

The affiant further states that William W. Dudley, and other persons whose re to this affiant unknown, late of the district of Indiana, did, on or about the y of October, 1888, at and within the district of Indiana, knowingly, unlaw- nd feloniously combine, conspire, confederate, and agree together to commit se against the United States; that is to say, the said William W. Dudley and l other persons to the affiant unknown did knowingly, unlawfully, and fel- , at the time and place aforesaid, conspire, combine, confederate, and agree r to prevent qualified voters at the aforesaid election for Representatives in s from the several Congressional districts within the State of Indiana from xercising the right of suffrage at said election, by means of bribery, reward, offer thereof, the names of said qualified voters so to be prevented from vot- l freely exercising the right of suffrage are to this affiant unknown, but they mmonly called "floaters" and sometimes called "doubtful voters."

ffiant further states that the aforesaid William W. Dudley, for the purposes ing the object of the aforesaid conspiracy and in pursuance of said conspiracy, or about the 24th day of October, 1888, and at and within the district of knowingly and unlawfully and feloniously counsel and advise and direct the d William H. Murry to divide qualified voters, commonly called "floaters" metimes called "doubtful voters," in each county and voting precinct of the th Congressional district of Indiana into blocks of five and to put a so-called man in charge of each block of five of such voters with necessary funds and o bribe them and to prevent them from freely exercising the right of suffrage lection for a Representative in Congress from said Sixth Congressional dis- nd said Dudley did so cause said voters to be divided into blocks of five and nder the charge of a so-called trusted man and did also direct the aforesaid here to apply for necessary funds and money to be used in bribing said voters.

of Indiana, knowingly and unlawfully and feloniously counsel and direct a person whose name is to this affiant unknown, to divide the qualified voters commonly called "floaters," and sometimes called "doubtful voters," in each county and voting precinct of the First Congressional district of Indiana into blocks of five, and put a so-called trusted man in charge of each block of five of such voters, with necessary funds and money to bribe them and to prevent them from freely exercising the right of suffrage at the election for a Representative in Congress from the First Congressional district; and said Dudley did so cause said voters to be divided into blocks of five and placed under the charge of a so-called trusted man, and did also direct the person above mentioned, whose name is to the affiant unknown, where to apply for necessary funds and money to be used in bribing said voters from freely exercising the right of suffrage at said election for a Representative in Congress, contrary to the form of the statute of the United States in such cases made and provided, and against the peace and dignity of the United States of America.

Fifth count. The affiant further states that there was had and held on the 6th day of November, 1888, in the First Congressional district of the State of Indiana, composed of the counties of Vanderburgh and other counties, an election for a Representative in Congress from the said district, and that said William W. Dudley, late of the said State and judicial district of the State of Indiana, did, at and within the district of Indiana, on or about the 20th day of October, in the year last aforesaid, did knowingly, unlawfully, and feloniously counsel and advise a person, whose name is to the affiant unknown, to prevent qualified voters at said election, commonly called "floaters," and sometimes called "doubtful voters," whose names are to this affiant unknown, from freely exercising the right of suffrage at said election by means of bribery, reward, and the offer thereof, and the said Dudley did knowingly, unlawfully, and feloniously, at and within the said district of Indiana and said Vanderburgh County, unlawfully and feloniously endeavor and attempt to prevent such qualified voters from freely exercising the right of suffrage at said election for a Representative in Congress by means of bribery, reward, and the offer thereof, contrary to the form of the statute of the United States in such case made and provided, and against the peace and dignity of the United States of America.

JOHN A. LANG.

Subscribed and sworn to in my presence this 11th day of December, A. D. 1889, at Indianapolis, in the district aforesaid.

[SEAL.] WILLIAM A. VAN BUREN,
United States Commissioner.

And whereas said commissioner was about to issue a warrant for the arrest of said Dudley for the crime charged in said affidavit, the said Dudley being at the time within the city of Indianapolis, in said district of Indiana; and whereas it has been publicly charged and not denied that Smiley H. Chambers, United States district attorney for said district of Indiana, did on said 11th day of December, 1889, after said affidavit had been so filed before said commissioner, direct, order, and command said commissioner not to issue a warrant thereon for the apprehension and arrest of the said Dudley, and did threaten that in case such warrant should be issued and said Dudley arrested that he, the said district attorney, would at once appear before said commissioner and dismiss said prosecution without requiring or permitting a hearing. And whereas, said commissioner, in obedience to the commands of said district attorney, failed and refused to issue a warrant on said charge and affidavit, thereby allowing and enabling the said Dudley to depart from said district without being apprehended and compelled to answer said charge and crime. And whereas the said Chambers on the 13th day of December, 1889, in justification of his acts and conduct as aforesaid, has been charged with saying, amongst other things:

I also know that the affidavit filed by Mr. Lang failed to state a case against Colonel Dudley that was good in law, in this, that it failed to set forth that any one in the State of Indiana had acted upon the advice contained in the alleged letter or letters of Colonel Dudley.

I wish also to state that I have read the letters printed in the press, purporting to be written by the colonel, and, in my opinion, unattended by any extraneous evidence, they do not advise bribery, as appertaining to the elections of 1888. The *letters*, construed in the light of the knowledge that we all possess of how elections *in Indiana* are conducted by both parties, have nothing in them of a criminal ch

acter; but, upon the other hand, when so construed, are honorable, and indicate simply a patriotic interest in the elections.

And whereas at the time of the appointment and qualification of said Chambers as district attorney as aforesaid, about one hundred and fifty persons were under indictment for crimes committed at said election for Representatives in Congress; and whereas said persons were, by reason of alleged defects in the indictments, discharged from custody during the incumbency of said Chambers and were never reindicted for said crimes;

And whereas; it has been charged that said Chambers, as such district attorney, made no earnest effort to sustain said indictments and neglected and failed to have the grand jury which had found and presented the same recalled, which had been the practice in said district court, so that said defects might be cured and the Government saved a large expenditure of money in recalling the witnesses in each of said cases;

And whereas it has been charged that said indictments were by the predecessors of the said Chambers in the said office of district attorney imperfectly drawn, and whereas it has been repeatedly and publicly charged that said Chambers and his said predecessors in said office, to wit, Salmon Claypool and Leon Baily, used and permitted to be used the powers and authority of said position to harass and persecute political opponents, and to screen and favor political friends guilty of crimes, therefore:

Be it resolved, That a special committee of five be appointed by the Speaker of the House, to fully investigate the acts and conduct of said Smiley H. Chambers and his said predecessors in the office of district attorney within and for the district of Indiana, relative to all matters herein charged, and said committee is hereby empowered and directed to fully investigate all matters relative to the indictment of persons, the failure to indict persons, if any, and the dismissal of cases against persons under indictment, charged with having violated any of the provisions of the Federal election laws at the election for Representatives in Congress from the State of Indiana, on the sixth day of November, eighteen hundred and eighty-eight. Said committee is hereby empowered to send for persons and papers, and to summon witnesses to appear and testify; and, to enable said committee to properly discharge its duties, it is hereby empowered to employ a stenographer as clerk to take and transcribe the testimony, and to pay him a compensation not exceeding six dollars per day while so employed. The expenses of said investigation, not exceeding five thousand dollars, shall be paid out of the contingent fund of the House upon the warrant of the chairman and another member of said committee. Said committee shall report the testimony taken by it to the House by the first day of June, 1890, with such report and recommendations as may be deemed proper.

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51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 48.

DISABLED VOLUNTEER SOLDIERS.

Letter from the president Board of Managers National Home for Disabled Volunteer Soldiers, submitting a deficiency estimate of $44,272.39 in the appropriation for the fiscal year 1889 for expenses of disabled soldiers and sailors in State homes.

JANUARY 6, 1890.—Referred to the Committee on Appropriations and ordered to be printed.

HARTFORD, CONN., *December* 26, 1889.

SIR: I respectfully call your attention to the fact that Congress, in an act approved August 27, 1888, appropriated $250,000 to enable the Board of Managers of the National Home for Disabled Volunteer Soldiers to pay to the States which have established, or may hereafter establish, State homes for disabled soldiers or sailors, $100 per year for each disabled soldier or sailor kept one year at such a home.

The Board has made the payments so authorized so far as it was able, but the number of men for whose maintenance the States were entitled to this payment considerably overran the estimate of Congress, and there is, therefore, still due the States entitled to the payments the sum of $44,272.39 for the fiscal year ending June 39, 1889, and if it still be the intention of Congress to carry out the law, that sum should be appropriated in a deficiency bill. The accompanying statement gives the account of the disbursement of the appropriation and shows the deficiency.

Again, the act of Congress approved March 2, 1889 (sundry civil act) directs, in a proviso to the appropriation, that "no State under the appropriation shall be paid a sum exceeding one-half the cost of maintenance of each soldier or sailor by such State." The Board of Managers finds great difficulty in the execution of the act with this proviso. The Board must depend upon the certificates of officers managing these homes for the information as to cost of maintenance. No two States keep their accounts in the same way; they do not have the same definition of the term maintenance, and their fiscal years commence at different dates. Any distribution of the money to the various States affected by the act would be based upon data necessarily imperfect. The only way in which the Board can obtain the data to enable it to carry out the law would be to have control of the accounts of these homes, of the nature of the expenditures, of the fiscal terms, etc. The Board has not at its disposal the force necessary to undertake this work, and under the law it has no authority to interfere in any way with the management of the State homes. Nor does the Board believe that it was the intention of Congress to place upon it the responsibility and great labor involved in properly ascertaining the annual cost of main-

tenance of these homes in order to comply with the terms of the proviso of the law.

Under the circumstances, I respectfully submit to the committee the advisability of repealing the proviso, and substituting for it a clause giving to the State for each soldier or sailor cared for one year in the State home a fixed sum. This sum might be some ratio of the annual cost of maintenance of each member of the National Home for the preceding fiscal year, or it may be any amount which the wisdom of Congress will determine as the proper amount to be paid.

Respectfully, yours,

W. B. FRANKLIN,
President Board of Managers, N. H. D. V. S.

Hon. J. G. CANNON,
Chairman Committee on Appropriations,
House of Representatives.

TABLE L.—*Statement of members cared for, periods cared for, amounts due, amounts paid, and deficiencies under act of Congress providing aid to State and Territorial homes for the support of disabled soldiers and sailors of the United States, approved August 27, 1888, for year ending June 30, 1889.*

States, etc.	Period cared for.	Members cared for.	Amount due.	Amount paid.	Deficiencies.
Connecticut	Aug. 28 to Sept. 30, 1888	140	$1,293.60	$1,293.60	
Illinois	do	586	5,414.64	5,414.64	
Iowa	do	185	1,709.40	1,709.40	
Michigan	do	357	3,298.68	3,298.68	
Minnesota	do	64	591.36	591.36	
Nebraska	do	19	175.56	175.56	
New Jersey	do	218	2,014.32	2,014.32	
New York	do	833	7,696.92	7,696.92	
Pennsylvania	do	215	1,986.60	1,986.60	
Vermont	do	37	341.85	341.85	
Wisconsin	do	33	304.89	304.89	
Total		2,687	24,827.82	24,827.82	
Connecticut	Oct. 1 to Dec. 31, 1888	161	4,025.00	4,025.00	
Illinois	do	657	16,425.00	16,425.00	
Iowa	do	224	5,600.00	5,600.00	
Michigan	do	413	10,325.00	10,325.00	
Minnesota	do	67	1,675.00	1,675.00	
Nebraska	do	35	875.00	875.00	
New Jersey	do	243	6,075.00	6,075.00	
New York	do	964	24,100.00	24,100.00	
Ohio	Nov. 18 to Dec. 31, 1888	99	1,156.32	1,156.32	
Pennsylvania	Oct. 1 to Dec. 31, 1888	288	5,700.00	5,700.00	
Vermont	do	39	975.00	975.00	
Wisconsin	do	41	1,025.00	1,025.00	
Total		3,171	77,956.32	77,956.32	
California	Mar. 19 to Mar. 31, 1889	121	403.33	403.33	
Connecticut	Jan. 1 to Mar. 31, 1889	192	4,800.00	4,800.00	
Illinois	do	769	19,225.00	19,225.00	
Iowa	do	265	6,625.00	6,625.00	
Michigan	do	457	11,425.00	11,425.00	
Minnesota	do	109	2,725.00	2,725.00	
Nebraska	do	50	1,250.00	1,250.00	
New Jersey	do	287	7,175.00	7,175.00	
New York	do	1,094	27,350.00	27,350.00	
Ohio	do	246	6,150.00	6,150.00	
Pennsylvania	do	286	7,150.00	7,150.00	
Vermont	do	47	1,175.00	1,175.00	
Wisconsin	do	59	1,475.00	1,475.00	
Total		3,982	96,928.33	96,928.33	
California	April 1 to June 30, 1889	144	3,600.00	1,857.18	$1,742.82
Connecticut	do	152	3,800.00	1,960.36	1,839.64
Illinois	do	663	16,575.00	8,550.78	8,024.22
Iowa	do	228	5,700.00	2,940.54	2,759.46

TABLE L.—*Statement of members cared for, periods cared for, amounts due, amounts paid, and deficiencies under act of Congress, etc.*—Continued.

States, etc.	Period cared for.	Members cared for.	Amount due.	Amount paid.	Deficiencies.
Michigan	April 1 to June 30, 1889	409	$10, 225. 00	$5, 274. 92	$4, 950. 08
Minnesota	do	187	3, 425. 00	1, 766. 90	1, 658. 10
Nebraska	do	44	1, 100. 00	567. 48	532. 52
New Jersey	do	272	6, 800. 00	3, 508. 01	3, 291. 99
New York	do	898	22, 450. 00	11, 581. 60	10, 868. 40
Ohio	do	307	7, 675. 00	3, 959. 41	3, 715. 59
Pennsylvania	do	297	7, 425. 00	3, 830. 44	3, 594. 56
Vermont	do	48	1, 200. 00	619. 06	580. 94
Wisconsin	do	59	1, 475. 00	760 93	714. 07
Total		3, 658	91, 450. 00	47, 177. 61	44, 272. 39

RECAPITULATION.

States, etc	Aug. 28 to Sept. 30, 1888	2, 687	$24, 827. 82	$24, 827. 02	
Do	Oct. 1 to Dec. 31, 1888	3, 171	77, 956. 32	77, [illegible]. 32	
Do	Jan. 1 to Mar. 31, 1889	3, 982	96, 928. 33	96, 928. 33	
Do	Apr. 1 to June 30, 1889	3, 658	91, 450. 00	47, 177. 61	$44, 272. 39
Salaries, rent, and incidental expenses			3, 109. 92	3, 109. 92	
Total			294, 272. 39	250, 000. 00	44, 272. 39

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 49.

DUTY ON WOOL MANUFACTURING INDUSTRY.

JANUARY 6, 1890.—Referred to the Committee on Ways and Means and ordered to be printed.

Mr. LODGE presented the following

PETITION:

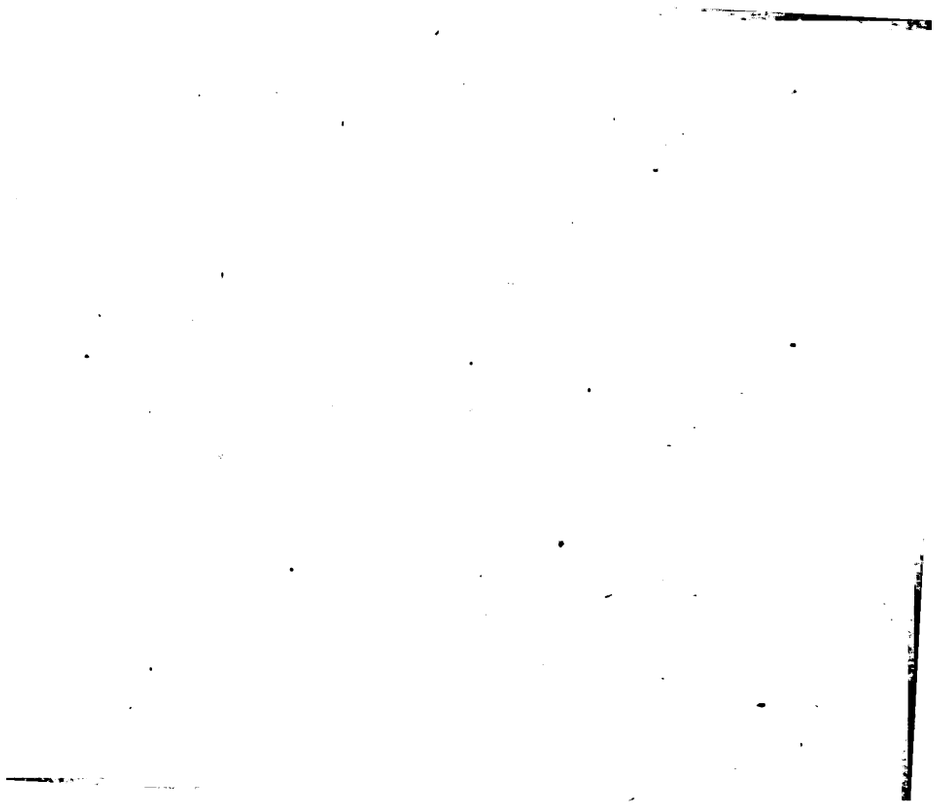
To the honorable Senate and House of Representatives of the United States of America in Congress assembled:

The undersigned, being each and all of us engaged either in manufacturing or dealing in wool or woolen goods, respectfully represent that the present rates and form of duty upon wool are burdensome and injurious to us and to everybody concerned in our domestic wool manufacturing and wool growing industries. The present depression in the wool manufacturing industry is due largely to the fact that the percentage of duties on the manufactures of wool is less, in many instances, than upon the wool itself, thus giving the foreign manufacturer a distinct advantage in entering the American market, and we ask that a single ad valorem duty on all classes of wool may be substituted there for. The values of foreign wools are a matter of common notoriety at every auction sale in the world, and quotations are made every week by all the leading dealers and can always be determined with exactness by experts, and the undervaluations arising from an ad valorem duty on wool would be less frequent even than those arising from defective classification under the present specific rates.

Under the present specific rate of duty we are precluded from purchasing many desirable lots of foreign wools on account of their condition, and such wools consequently go to foreign manufacturers at a reduced price and to the great injury of the domestic manufacturer and wool grower.

A. D. JUILLIARD & CO., *New York.*
GEORGE CAMPBELL & CO., *Philadelphia.*
THOMAS LEE & CO., *Philadelphia.*
CANTRELL & FAULKNER,
Proprietors Tennessee Woolen Mills, McMinnville, Tenn.
EDWARD C. DAMON,
Treasurer Damon Manufacturing Company, Westvale, Mass.,
AND 202 OTHERS.

O



51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 50.

THIRD ANNUAL REPORT

OF THE

INTERSTATE COMMERCE COMMISSION.

DECEMBER 1 1889.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1889.

INTERSTATE COMMERCE COMMISSION.

THOMAS M. COOLEY, *Chairman.*

WILLIAM R. MORRISON.

AUGUSTUS SCHOONMAKER.

WALTER L. BRAGG.

WHEELOCK G. VEAZEY.

EDWARD A. MOSELEY, *Secretary.*

REPORT

OF THE

INTERSTATE COMMERCE COMMISSION.

OFFICE OF THE INTERSTATE COMMERCE COMMISSION,
Washington, D. C., November 30, 1889.

To the Senate and House of Representatives:

The Interstate Commerce Commission has the honor to submit its third annual report, as follows:

ORGANIZATION OF FORCE AND DISTRIBUTION OF WORK.

Under the original act to regulate commerce the Commission was required to report to the Secretary of the Interior and the report was transmitted by him to Congress. By the amendments to the act approved March 2, 1889, the Commission was required to report directly to Congress.

In submitting its first annual report under this amendment, the Commission deems it appropriate to set forth the organization of its force for the systematic and efficient performance of its duties, and the character and distribution of the work.

The Commissioners themselves exercise a general control and direction over all the business of the Commission. They personally examine all complaints received, hear the trial of all controversies, conduct investigations, prepare all reports made, decisions rendered, and orders and circulars issued, allow subpœnas *duces tecum*, carry on the correspondence relating to the action and duties of carriers and the rights of shippers, and various other things.

The Secretary acts as the executive officer and is also the disbursing agent of the Commission, and is under bonds for $20,000. His duties are varied, and relate to the Commission's records, mails, correspondence, service of papers, publications, distribution of documents, supplies of all kinds, payment of employés, disbursement of all moneys, and whatever else may be found necessary.

Apart from the Commissioners and Secretary, the force is divided into three sections or *divisions*.

One of these has diversified duties and is practically the operating division. This division consists of one senior clerk, four stenographers eight general clerks, two junior clerks, and one messenger—seventeen in all. There are also six temporary employés in this division, namely one clerk, two stenographers, and three type-writers.

The duties of this division embrace the filing and service of all papers in cases and proceedings before the Commission; keeping the docket of such cases and the minutes of the Commission; entering and serving orders; filing and indexing correspondence; printing and mailing circulars and reports; copying and forwarding testimony in cases and investigations; the purchase of stationery and all other supplies for the Commission; keeping the accounts of disbursements, and various other duties that may become necessary. The stenographers and type-writers in this division are also used by the Commissioners in the performance of their official duties, and usually take the testimony at public hearings.

Since December 1, 1888, 95 cases and investigations have been commenced before the Commission in which 567 railroad companies have filed answers or have otherwise appeared. In the cases brought before the Commission during the year, 447 railroad companies have been notified of their pendency and granted leave to intervene. A large number of copies of complaints, testimony, and exhibits filed in cases before the Commission has been prepared in this division and furnished without charge to parties in accordance with the rules of practice. The number of folios thus copied and furnished exceeds 50,000.

The number of letters received in this division during the year, relating to official business, was 7,862. The letters sent by the Commissioners and by the Secretary during the year amount to 9,525.

Another division is the rates and transportation division. The head of this division is termed the auditor. In addition to the head, the force consists of one assistant auditor, one senior clerk, one stenographer, twenty-one general clerks, two junior clerks, and one messenger twenty-eight in all.

This division has special charge of all railroad tariffs, classifications, contracts; the examination, comparison, notation of changes and files of these documents, and the correspondence relating to matters pertaining to this division.

The number of tariffs received for filing by this division since December 1, 1888, is, in round numbers 180,000; number of separate letters and packages received containing tariffs and other papers, 45,000. Number of acknowledgments of receipts of tariffs, 50,000. Number of letters written and forwarded from this division, 2,500.

The other division is the statistical division. The head of this division is called the statistician. The other force consists of one assistant statistician, two senior clerks, one of whom acts as chief clerk, one stenographer, ten general clerks, and one messenger; sixteen in all.

This division has special charge of the annual reports made by the railroad companies to the Commission pursuant to the twentieth section of the act to regulate commerce. This involves the examination of every report made; the correction of errors found therein, the compilation of the returns embraced in the reports, and the necessary tabulations of railway statistics for the report on that subject, together with the deduction of results therefrom, and the appropriate comment upon the data published. In addition to these duties, the investigation of the special questions in railway statistics is taken up from time to time.

The compilation of the returns of the railroads for the year ending June 30, 1889, is now in progress and the statistical report will be submitted at as early a date as possible.

The preparation and distribution of the blank form of annual report for carriers, with accompanying pamphlets, is also part of the work of this division. The form for reports for the current year was sent to more than 1,500 railroads in the United States. Eighteen different edifions of this form for as many different States were furnished, on request, to state railway commissioners, with reference to the important object of bringing about greater uniformity in State and United States returns of the railway statistics of the country.

The correspondence of this division during the last year numbered about five thousand letters received and about the same number of letters and circulars sent out.

The names and compensation of all employés are given in Appendix 1.

INVESTIGATIONS AND PROCEEDINGS BY THE COMMISSION.

The general sessions of the Commission for the hearing of complaints, and for investigations of a general character relating to the business of common carriers and the manner and method in which the same is conducted, are usually held, pursuant to the act, at the city of Washington. This has been found more conducive to the dispatch of business and to the convenience of attendance from different parts of the country.

In addition to the sessions at Washington, sessions are also held and investigations made at various places in different parts of the country, whenever the subject of investigation is local, or the convenience of parties and witnesses will be subserved, or the Commission be likely to be better informed as to the peculiar facts of the case. In selecting points for investigations of this character the Commission is governed largely by the convenience of parties and witnesses, but, as is often the case, witnesses and parties on one side or the other are required to travel considerable distances, as it is rarely possible to locate hearings so that both sides to a controversy will be equally accommodated.

The number of formal hearings and investigations assigned at Washington since the last annual report is seventy-three. The greater part

of these have been actually heard, more or less testimony taken therein, often extending through several days, and decided or otherwise disposed of; some are still held under consideration, and some have been continued.

During the same time complaints have been set for hearing, and investigations carried on, either by the Commission as a whole or by some of its members, at the following times and places: December, 1888, at Chicago, Ill., Toledo and Cincinnati, Ohio; January, 1889, at New York, N. Y., and Toledo, Ohio; February, at Philadelphia, Pa., New York, N. Y., Chicago, Ill., St. Paul, Minn., Baltimore, Md., and again at Chicago, Ill.; March, at Chicago, Ill., and New York, N. Y.; May, at New York, N. Y., Titusville, Pa., Toledo, Ohio, Chicago, Ill., Jefferson City and Kansas City, Mo.; June, at Newport News, Norfolk, and Richmond, Va.; September, at New York, N. Y., Indianapolis, Ind., St. Louis and Kansas City, Mo., and Chicago, Ill.

Besides these, an extended tour of investigation was made by the chairman to the Pacific coast in July and August, going west over the line of the Northern Pacific road and returning over the line of the Central Pacific and Union Pacific, and stopping over to make investigations into matters of interest relating to transportation and the operations of the act at the following places: Chicago, Ill.; St. Paul and Minneapolis, Minn.; Bismarck, Dak.; Helena, Butte City, Anaconda, and Garrison, Mont.; Spokane Falls, Tacoma, and Seattle, Wash.; Portland, Oregon; San Francisco and San José, Cal.; Ogden and Salt Lake City, Utah, and Denver, Colo.

The number of cases assigned for formal hearing by the Commission since the 1st of December, 1888, at other places than the city of Washington, is thirty-eight, besides a large number of less formal investigations.

The formal hearings and investigations constitute only a portion, and by no means the greater portion, of the administrative work of the Commission. Informal hearings, conferences, correspondence with shippers and with carriers relating to numerous transportation questions constantly arising, and the adjustment of such questions without formal complaint, necessarily require considerable time and careful attention. More differences between shippers and carriers, many of which arise from mistake or misunderstanding, are disposed of or satisfactorily arranged through the intervention of the Commission than by formal complaint. The questions usually presented by formal complaint are mostly such as involve interpretations of the law, or relate to classification, to rates supposed to discriminate in respect to kinds of traffic or in respect to localities, and to facilities for carrying, interchanging, or forwarding traffic, and require on the part of the Commission a written report, with findings of fact and conclusions of law. Cases involving only charges of individual discrimination or injury resulting from some supposed contravention of the act can in most instances be arranged satisfactorily

to the parties, and often are so arranged, through the action of the Commission without formal complaint or hearing.

INVESTIGATION OF SOUTHERN CARRIERS.

One of the first and most important investigations since the last report related to the management of the business of the common carriers operating in the territory south of the Ohio and James Rivers, and to the manner and method in which their business was conducted, with reference to the provisions of the act to regulate commerce. The Commission, having reason to believe, from examinations of the tariffs on file and from other sources, that the requirements of the act were not in all respects complied with, and that there were irregularities of various kinds that should be corrected, summoned the officials of the various railroads associated for certain purposes under the name of the Southern Railway and Steamship Association, and others operating in the territory before mentioned, being twenty-eight in all, to attend at an investigation appointed for the purpose. The investigation was held at Washington on the 18th, 19th, and 20th days of December, 1888, and representatives of the various railroads summoned were present. A large amount of testimony was taken, and the investigation covered the whole field of classifications and tariffs, the methods of making and publishing rates, and the influences, whether water competition or otherwise, that were supposed to affect rates.

An elaborate report of the investigation was made, setting forth the conditions found to exist, and the corrections that were deemed necessary. The general results were as follows:

The greater charge for the transportation of a like kind of property for a shorter than for a longer distance over the same line in the same direction was found to be made at many points where it was deemed to be unjustifiable; the disparity between the charges made at different points on the same line was in some instances apparently much too great; the form of the tariffs as prepared in many cases did not meet the requirements of the law, and in other cases the tariffs did not show the rates actually charged to shippers; combination rates were made which were different from the rates specified in the tariffs as published and filed; the classifications in use were conflicting and involved, containing many exceptions and variations; different classifications were at times used upon the road of the same carrier for the shipment of the same commodity to neighboring points; at times two or more classifications were employed upon the same shipment, fixing a so-called combination rate upon the line of a single carrier, or of two or more connecting carriers, as is also done in some other portions of the country.

In these and some other respects the methods employed were not, in the judgment of the Commission, in conformity with the requirements of the act to regulate commerce, and the Commission therefore ordered

that the several carriers comply with the act in the particulars poin out, without unnecessary delay, and make report to the Commissio their action in the premises. The reports made by the carriers pursu to this order, and the tariffs filed, show that material changes improvements have been made in compliance with the order.

CIRCULARS.

On the 2d of March, 1889, the amendments made by Congress to act to regulate commerce took effect. By these amendments mat changes were made in the statute in respect to the filing and publ tion of tariffs, and in several other particulars. The Commissio once caused the act as amended to be printed and distributed to common carriers of the country, and generally for public informat

On the 12th of March the Commission issued and distributed a ci lar to all the carriers subject to the act in respect to the printing, p ing, and publication of schedules of rates, a copy of which is set f in Appendix 2.

On the 23d of March a further circular was in like manner iss and circulated in respect to advances and reductions in joint rates, the publication of joint tariffs, calling attention to the provisions of act as amended. This circular is given in Appendix 3.

CONFERENCE WITH STATE RAILROAD COMMISSIONERS.

On the 5th, 6th, and 7th of March a general conference with the road commissioners of the States was held at Washington, pursuan an invitation for the purpose issued by this Commission on the 31s January, 1889.

The proceedings of this conference are elsewhere described in t report.

CONFERENCE WITH TRUNK LINE CARRIERS.

On the 16th day of March, 1889, a conference was held at Washi ton, pursuant to a notification issued by the Commission, with repres atives of the common carriers comprising what is known as the Tr Line Association. The purposes of this conference, and what appea are elsewhere stated in this report.

PASSENGER RATES.

On the 21st of March, 1889, upon the request of the officials of passenger department of the Central Traffic Association, a confere was held at Washington on the subject of passenger rates, which attended by a large number of general passenger agents from differ sections of the country, and by officers of several traffic associati The subjects of the conference covered passenger rate-sheets; the f in which they might be prepared and be most convenient for public

formation; the manner in which through rates over different lines might be made, and the posting of such rates; the making of various special rates, such as round-trip tourist rates, so-called party rates, car-load passenger rates, and others.

A report of the conference was made and published by the Commission, and the views of the Commission upon some of the subjects considered and discussed were set forth.

CONFERENCE WITH SOUTHERN CARRIERS.

Pursuant to a request by representatives of some of the southern railroad lines who had attended the conference with representatives of the Trunk Line Association, a conference was held at Washington on the 2d of April, 1889, with representatives of most of the southern and southwestern common carriers, forty in all, and a large amount of testimony was taken. Another portion of this report refers more fully to what was elicited on this investigation.

AMENDED RULES AND FORMS.

By the seventeenth section of the statute, it is provided that the Commission may, from time to time, make or amend such general rules or orders as may be requisite for the order and regulation of the proceedings before it, including forms of notices and the service thereof, which shall conform, as nearly as may be, to those in use in the courts of the United States. Under this authority, the Commission, on the 8th of June, adopted revised and amended rules of practice in cases and proceedings instituted before it under the act, and prepared a set of forms for the use of parties to such proceedings; these were printed and distributed generally throughout the country. These rules and forms are given in the Appendix.

FREE PASSES AND FREE TRANSPORTATION.

On the 3d of May the Commission entered upon an investigation concerning free passes and free passenger transportation. Information received from time to time had given reason to believe that passes for interstate transportation, or having some relation to interstate business, were issued to some extent at least by some if not most of the railroad companies. The intention of the Commission was to make the investigation general, covering all the interstate lines of the country, but pressure of other business compelled the postponement of much of the investigation to a later period. As the investigation has not been completed only a limited report upon the subject can be made at the present time.

The companies first summoned were those operating in the Middle and New England States, twenty-seven in all. They were called upon, by order, to answer and set forth the persons and classes of persons to whom they had severally issued free passes or free transportation other than their

own officers and employés and the officers and employés of other rai road companies since November 1, 1888, and the conditions and limit tions connected therewith, with explanations showing how and wl these acts were done; and the statements to be properly verified.

Representatives of all the companies summoned appeared at tl hearing in Washington, and all except three companies produced stat ments in compliance with the summons, showing the number of pass issued, the persons and classes of persons to whom issued, and the re sons for their issue. The three companies that furnished no statemen of the character called for answered that they issued passes to be us only within their respective States, and that for such transportati they were not subject to the act to regulate commerce, and therefo declined to show to what persons, or for what reasons, the passes we issued. Whether or not companies taking this ground can be cor pelled to disclose the particular persons to whom free transportati was given, in order that it may appear whether the passes were i tended or used for interstate journeys, or are in any respect a device t favor interstate shippers, has not yet been determined.

The statements filed by the companies that produced lists show th passes have been issued to divers classes of persons, and for a variet of reasons, but mainly for use within a State, and claimed for that re son not to be in violation of the act to regulate commerce. It also a pears that to a limited extent passes for interstate journeys have bee issued by many of the companies.

The persons who have had free transportation as shown by thes returns are embraced in the following classes: Railroad directors drovers; express men; telegraph men; news company agents; officers c palace-car companies; managers of excursions and shows; persons in jured on railroads, transported to their homes; attorneys; surgeons persons on company's business; in consideration of contracts for pu chase of land, water rights, and rights of way; for services rendered witnesses for companies; in consideration of advertising; hotel an boarding-house proprietors; newspaper men; shippers; complimentary special car accommodations; to persons on request of others, no reaso given; for charitable purposes; benevolent associations; ex-employés and families of deceased employés; members of legislative bodies State railroad commissioners; United States, State, and municipa officers; employés of the railway mail service; officials of steam-shi and steamboat lines.

Under some of these classes the transportation has been very limited Under others the numbers carried have been more numerous, but tha a great diminution of free transportation has taken place since th act, especially in interstate transportation, is very evident.

Some of the classes carried free there would seem to be no reason t question the propriety of, such as persons injured in railroad accident surgeons attending such persons, and witnesses for companies in jud

cial proceedings and investigations. Where contracts have been entered into prior to the act for free carriage of specified persons, in consideration of conveyance of rights of way or other property rights to companies, courts have held in some instances that they were enforceable, and rested upon lawful considerations. Employés of express companies and telegraph companies operating upon a line of railroad under agreements with the railroad company, and employés of the railway mail service, are clearly distinguishable from ordinary travelers.

With respect to nearly all the other classes to whom free transportation has been given, it would seem clear that no justification can be found for their carriage under the provisions of the act.

According to the returns made, the largest number of interstate passes issued of any class was designated "complimentary." Next in numbers were passes to steam-ship lines and transfer companies, United States, State, and municipal officers, palace car companies, newspapers, and for advertising. The several other classes were small in proportion.

Of State passes the largest numbers were issued to members of legislatures, and drovers, with "complimentaries" next, and United States, State, and municipal officers, newspapers, and shippers, next in numbers; the others being comparatively few.

The statute undoubtedly was framed to prohibit passes or free transportation of persons, as one of the forms of unjust discrimination, favoritism, and misuse of corporate powers that had grown into an abuse of large proportions and become demoralizing in its influence and detrimental to railroads, both in loss of revenue and in provoking public hostility. One of the minor and meaner phases of this abuse is the distinctive preference shown in various ways by employés, both in service and civility, to holders of passes, as if discrimination by free carriage includes discrimination in treatment of passengers.

It was well known that persons who were carried free were, to a large extent, precisely the persons who had no claim whatever to such favors. They were officials and others, from whom free passes might be expected to secure reciprocal favors, and men of wealth and prominence who rode at the expense of others less able to pay; or the passes were given to influence business. In nearly all cases not specially exempted by the act, the motive in demanding or in giving them was one deserving of no favor.

The law aims at the correction of the abuses of free transportation, and, in accomplishing this general purpose, some forms of free or reduced transportation that at first view might appear plausible, or even unobjectionable in themselves, have to fall under its general restrictions. The principle of equality, under like conditions, for the traveling public had been grossly violated by the railroads. Favored persons or classes of persons had been furnished free transportation at the expense of the general public by higher general charges to re-

imburse for gratuitous carriage. The discrimination is equally unjust whether the free transportation be complimentary or to aid some person's business, or for some supposed indirect advantage to the carrier. The correction of the evil, and the equality of right to which all are entitled, required the restrictions to be general and sweeping to furnish any substantial assurance that the abuse should not be continued or new ones devised under cover of any discretion left to the carrier.

For reasons deemed adequate by the legislative body certain specified exceptions are made in the statute of classes of persons to whom reduced rates or free transportation may lawfully be given, in whose favor discrimination was not deemed unjust. The act provides that it shall not "be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to municipal governments for the transportation of indigent persons, or to inmates of the national homes or State homes for disabled volunteer soldiers, and of soldiers' and sailors' orphan homes, including those about to enter and those returning home after discharge, under arrangements with the boards of managers of said homes." It further provides that it shall not "be construed to prevent railroads from giving free carriage to their own officers and employés, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employés." The classes of persons that may have reduced rates or free carriage are thus carefully specified in the statute, and their enumeration necessarily excludes all others. Except as qualified by this section, the issuance and sale of passenger tickets must be in accordance with the general principles of the act.

The investigation developed one custom of railroads that seems to be general and to rest on considerations that have no little force. This is the custom of giving free transportation or reduced rates to families of subordinate employés. It is obvious, that for many forcible reasons, the most amicable relations should exist between the railroad companies and their employés, and that the latter should feel that the companies are disposed in all proper ways to manifest an interest in their general welfare. The compensation of these employés is low, the service exacting and often hazardous, their opportunities to give attention to domestic affairs are very limited, and as a rule they are dependent almost entirely on their compensation for the support of their families. It is clearly for the interest of these employés to reside at points on their roads convenient to their business, where homesteads can be acquired, and cost of rents and living expenses are moderate. Such locations may often be some distance from points required to be frequently reached by members of their families, such as schools and markets, and it would seem reasonable, and no more than an equitable part of their compensation, for the company to carry the wives and children of its employés free, or at low rates, for fairly necessary purposes. Provision, it would seem, might very properly be made to permit this to be done.

investigation of this subject has not been concluded, any fur-
rt or action by the Commission is deferred until more complete
on shall have been elicited.

PASSENGER TICKETS AT REDUCED RATES.

the reduced-rate tickets which were in use before the law to
commerce was passed, and which may be lawfully issued since
ge, are mileage, excursion, and commutation tickets.
ıvestigation of alleged abuses in the issuance and sale of these
ıe Commission held, March 27, that they must be offered im-
to all who accept the conditions on which they are issued, that
at which they are issued must be published, and that a prac-
h had grown up of selling tickets for ten or more persons at
es, or rates considerably below the rates for single passengers,
ıl.
leage ticket is one form of a reduced-rate ticket which had a
ɔrstood meaning before the act. Besides mileage, commutation,
rsion tickets, there were various other forms in which tickets
at reduced rates. Special and reduced rates were obtainable
egard to the form of the ticket, and the meaning of commuta-
excursion tickets was neither exact nor well defined.
ıtation tickets are commonly understood to be tickets sold for
ıum at reduced rates for a number of rides between given
Ordinarily, excursion tickets are understood to be round-trip
ld at reduced rates issued for one trip and on special occasions
s for health or recreation, and sometimes for army or in-
reunions and assemblages for political, religious, or benevo-
oses. It is sometimes urged that the only characteristic feat-
ese two tickets before the act was their sale at reduced rates,
, substantially, all forms of reduced-rate tickets come within
ɨption of commutation or excursion tickets, and may be law-
ed. Various practices are in use by which they may be made
for a journey of any description, and frequently for ordinary
ıd are good alike for picnics and prize fights.
ɾ of evil practices in the use of these tickets ascertained on
tion, the Commission, in January, felt constrained to recom-
ıt the act to regulate commerce be so amended as "to define
ıll be considered excursion and commutation tickets, and to
t their issue in interstate commerce as to prevent the abuses
ɔmmon."

COMMISSIONS ON THE SALE OF TICKETS.

ɔr investigation was held at Washington on the 7th of May, in
o commissions on the sale of tickets, to which twenty-seven
s were summoned and which was attended by representatives

from the different companies. The subject of commissions to ticket agents has heretofore been reported upon by the Commission, and its bearings and the evils supposed to be connected with it discussed. The object of the investigation was to ascertain the extent of the practice, the conditions under which it is carried on, and the carriers that engage in it. The roads summoned were principally those of the West and Northwest that operate in the territory reached from Chicago, where the practice was supposed most generally to prevail.

Nearly all the roads operating south and west and southwest of Chicago, it appeared by the returns made, pay commissions upon passenger tickets to ticket agents of other lines. The commissions paid to agents of connecting lines on competitive business were represented to be those fixed by the Western States Passenger Association, in effect from February 1, 1889, and the amounts paid ranged from 25 cents to $1 a ticket, depending upon the cost of the ticket and distance traveled. The maximum paid in any case was represented to be $1 for certain distances and more for longer distances. Other roads, operating eastward from Chicago, it was shown, pay no commissions to agents of other lines. Some roads, it was shown, pay some of their own agents by commissions upon sales of tickets, instead of salaries.

Commissions, however, may be, and, as the Commission has learned, sometimes are cumulative, as, for example, $1 from New England points to Chicago, $1 from Chicago to the Missouri River, and $1 from the Missouri River to Denver. In addition to these sums some roads may pay 10 per cent. commission on their earnings for a passage, to a traveling passenger agent of, say, $1.20, making a total for the sale of a single ticket of $4.20. In cases of commissions of only $1 for short distances there may be no inducement for the agent to divide with the passenger, but in cases of cumulative commissions for long distances the temptation to divide is stronger, and the probability of abuse is so great that the impropriety of putting the opportunity before an agent is manifest.

Viewed in another aspect, the amount of money paid annually by the larger companies is vast; it is not unusual for a single company to pay a sum approaching $100,000, or even more, in a year, and the aggregate undoubtedly reaches millions of dollars. This money is illegitimately spent; it is paid in excess of salaries to agents for the purpose of diverting business from competitors, and when competitors all do it, it is difficult to see how any benefit can accrue from it to any company. The money so spent of right belongs to the stockholders, or should be remitted to the public in reduced fares; if the rates are not in fact too high, the money wasted for commissions should be expended for improved service, or toward the safety of passengers and employés.

This practice has frequently been condemned by this Commission as one of very doubtful benefit in any case, and of positive injury in others; as one that affords opportunities, too often improved, for discriminations and fraud in the sale of tickets, and as, generally, a source of demoralization.

CAR MILEAGE.

On the 8th of May an investigation was held at Washington in respect to car mileage, or compensation paid by railroads for the use of cars belonging to other railroad companies or to private companies or individuals. Information had been received giving reason to believe that the payment of car mileage for cars owned by private shippers had in some instances been made use of as a cover for discrimination in rates, and the Commission deemed the subject of enough importance for an investigation.

Twenty-six railroad companies operating in the territory extending in different directions from Chicago, and engaged in the business in which discriminations by allowance of car mileage were supposed to exist, were summoned to make a showing of the allowances paid by each of them for car mileage for the different classes of cars furnished by shippers, car companies, and individuals, or connecting lines; how the business was conducted; and what sum was, in their opinion, a fair and just allowance for the different classes of cars. The companies appeared by their representatives, and produced their statements and testimony relating to the subjects of inquiry. The facts elicited were substantially as follows:

The mileage paid for different classes of cars, and for the same class of cars, is not uniform by different companies, nor by the same companies, except for ordinary freight cars exchanged between companies in the course of transportation. The rates allowed for car mileage were shown to be as follows: For ordinary freight cars, a uniform rate of three-fourths of a cent a mile; for Pullman palace cars, 3 cents a mile; for Pullman palace tourist sleepers, 1 cent a mile; for ordinary passenger cars exchanged with other companies, 3 cents a mile; for baggage, mail, and express cars exchanged with other companies, 1½ cents a mile by some roads and 3 cents a mile by others; for refrigerator cars used for carrying dressed beef, 1 cent a mile in some cases and in other cases three-fourths of a cent a mile; for furniture cars, oil-tank cars, palace live-stock cars, and other cars owned by private individuals and companies, three-fourths of a cent a mile. Some companies pay mileage on tank cars both loaded and empty, and some only when loaded. For palace horse cars no mileage is allowed on some roads, shippers in such cars paying for the car. Since May 1, 1889, the roads running east and southeast of Chicago, with the exception of one company, have allowed three-fourths of a cent a mile for refrigerator cars. The one road referred to allows 1 cent a mile.

It appeared by the evidence adduced that one of the roads west of Chicago had entered into a contract with one private company owning a large number of refrigerator cars, and who are also shippers, to pay 1 cent a mile on such cars for a period of five years, the private company agreeing to furnish sufficient cars for their own business and for all other like business requiring that class of cars. This was naturally

followed by all of the competing roads, with perhaps one exception, paying the same rate of car mileage on that class of cars, and that is accordingly understood to be the rate on the different roads in the competitive territory.

A forcible illustration of the results of car mileage to owners of private refrigerator cars appeared by a statement put in evidence from the books of a railroad company, showing the mileage made, and earnings of some of such cars, for nine months, from August 1, 1888, to May 1, 1889. During that period the mileage for which compensation was allowed, made by the cars of three shippers, from Chicago to an eastern point, and over a single line of road, was 7,428,406, and the earnings of the cars $72,945.97, being about the cost of 81 cars. The mileage allowed during most of this period was 1 cent a mile, and three-fourths of a cent a mile for a part of the period. Refrigerator cars run on fast time, and make four times the mileage of ordinary freight cars.

The cost of the investment in cars and the amount of mileage allowed for their use show that the investment is very profitable. Refrigerator cars cost from $900 to $1,000; private cattle cars cost about $650; oil tank cars about $610; cars used for the transportation of live hogs about $500; ordinary freight cars from $450 to $500. Repairs to the cars are made by the railroad company in whose use they are when repairs are required. The life of a box car averages fifteen years, and of a refrigerator car eight years. At a car mileage rate of 1 cent a mile the profit on the investment in many of these cars is very large, reaching, according to information acquired by the Commission, 25 per cent., 50 per cent., and even more, annually. Sometimes a car will pay for itself in two or three years. Owners of several hundreds of such cars, therefore, receive a very large amount of money from the railroads over which they are hauled, and it is easy to see how it is possible, out of the large returns from these cars, for owners to pay rebates to shippers, if so disposed. The evidence taken in the case did not prove the payment of rebates to shippers by owners of any of these cars, but it was quite clear that some of the officers of railroad companies who were examined had impressions that such might be the fact. It is also evident that the payment of either 1 cent or three-fourths of a cent a mile to a large shipper owning and controlling his own cars and furnishing business therefor constitutes a very profitable incident to his legitimate business, and is at least a material advantage to the man owning cars over the man who owns none.

In the original draft of the report, as submitted, it was stated that another illustration in which car mileage is a factor is furnished by the Pullman palace cars and similar cars, and that the rate of car mileage received was 3 cents per mile. This was founded on evidence before the Commission. Evidence since submitted shows this rate is paid by only a portion of the roads under old contracts outstanding, and that under recent contracts with some companies the rate is 2 cents per mile. The evidence also shows that on roads where the earnings of a car from passenger accommodations reach $7,500 no car mileage is

paid. The report of the Pullman Company for the year ending July 31, 1888, shows revenue ($6,259,370.97, car earnings; $1,239,565.93, manufacturing profits; $10,817.48, from patents) from all sources $7,509,754.38. Car earnings are explained by evidence not to include car mileage, but arise from passenger accommodations. The aggregate car mileage has not been shown. After deducting operating expenses and some other items, the total net earnings were first stated to be $3,957,771.87. From this deductions are claimed for interest, repairs and depreciation of cars, reducing materially the previously stated profits of 20 per cent. on the capital stock, $19,872,900. Although the results on the whole business of the company show larger profits than those of railroads generally, the exact extent to which car mileage is a legitimate factor can not be determined without more facts than have as yet appeared from satisfactory evidence.

The use of these cars is sometimes an excuse for furnishing inferior passenger coaches by the roads. The traveling public are burdened with high rates for transportation in these cars, or subjected to inferior accommodations in ordinary coaches. If any portion of the public desires to pay higher rates for special accommodations there can be no objection to their doing so, but the provision for the superior accommodations should not become a charge upon the general transportation. In England, where different classes of passenger cars are furnished, striking results have been produced by the provision of suitable cars of the third class. That class of cars has of late absorbed the bulk of the travel, and furnished the revenue to the roads from their passenger business, while the first and second class cars, with the superior accommodations, have become a tax upon the other business.

Illustrations might also be drawn from the use of the cars of the numerous fast freight lines that operate generally over the railroads of the country. These lines derive their revenue from the roads upon which they are operated, and as a rule are highly profitable, while the roads proper show very different results. This revenue accrues from payments for car mileage, and from commissions for procuring traffic, which in effect are divisions of earnings between the roads and irregular outside organizations.

So far as rates upon traffic are concerned, whether for freight or passengers, their reasonableness can probably be controlled without regard to the source from which cars are supplied. Any railroad company voluntarily using a car in its business, no matter how obtained, in legal contemplation makes the car its own for all the purposes of rates and of safe carriage. It can not escape its duty to charge only reasonable rates, or its liability for the safe carriage of persons or property on the ground that its cars may not be its own property, or that a high rate may be paid for their use.

With regard to the sum that may be considered a reasonable allowance for the use of freight cars, the *general* opinion expressed on the investigation was *that three-fourths of a* cent a mile is ample, and

many regard even that as too high a rate. In the case of cars i terchanged between railroad companies the mileage nearly equaliz itself, and does not bear very disproportionately upon any one co pany, but in the case of the private ownership of cars there is no rec rocity, and the payment of three-fourths of a cent a mile may be a bu den to the carrier, besides the other objections that have been me tioned.

It is an obvious deduction from all the facts that cars for the variou kinds of business done by a carrier should be owned by the carrie itself and furnished to all alike, or, if owned by the shipper, only such reasonable allowance for their use should be made as to permit no ad vantage to the private owner of cars who is also a shipper, nor afford a margin for paying rebates to other shippers.

FREE CARTAGE.

On the 17th of June most of the leading railroads, five hundred and eighty-five in number, were summoned by circular to furnish the Com mission with information with regard to free cartage delivery of freight and to have their answers duly verified by some officer of their com panies with knowledge of the facts. They were required to state a what stations on their lines they made free cartage delivery, if any, and of what class of freights; whether such stations, or any of them, were grouped with any other station or stations on their lines at which the same transportation rates were charged as to like freights delivered with free cartage; how long the system of free cartage delivery of such freights had been made; what its origin and all the facts, circumstances, and conditions, if any, that induced it to be done; whether it resulted in competitors making free cartage delivery at the same stations; what effect, if any, such free cartage had upon rates at such stations, as compared with rates at other stations; whether their rate sheets or tariffs made any, and what, reference to free cartage where it existed; what estimate they made of the actual cost of such free cartage at the stations where it was done. Four hundred and sixty-three companies responded to this circular. By the answers received it appears that sixty-five railroad companies allow free cartage delivery of freight or equalizing cartage allowances; that three hundred and eighty-nine railroad companies do neither; that seven railroad companies only deliver free to connecting lines freight shipped on through tariffs; and that two railroad companies only switch cars free to mills and manufactories.

It further appears by these returns that no company furnishes free cartage delivery at all its stations, but as a rule, only at few stations; that in some instances, when free cartage is furnished at a station by one company, competitors do the same, but it does not appear that that is generally done; that in no instance do the rate sheets or tariffs give any information about free cartage delivery; that the estimated cost of free cartage delivery will average about 2½ cents per 100 pounds

that where allowance is made for switching on connecting tracks to consignees' doors, or where an allowance is made per car to equalize distance from shippers' doors to depot, the average cost is about $2 per car, or $2.50.

As a case is pending before the Commission involving the lawfulness of free cartage collection and delivery of freight, no further comment is made on this subject.

With respect to two of the foregoing subjects of investigation, commissions and car mileage, their nature and magnitude clearly demand legislation to restrain their evils and make correction effective. Acts supposed to promote business interests, however inconsistent with a sense of right and of just accountability to others whose interests are represented, are not usually restrained by moral or public considerations, or by anything less than positive law. Railroads are constructed for business purposes, and are expected to produce profits; they are not different in this respect from other business undertakings. If managers are ambitious for a larger showing of business, or more revenue is necessary to insure profits, or even to balance accounts, they have not infrequently felt at liberty to make use of methods that have no better sanction than that the end justifies the means. But managers of this character are undoubtedly in a small minority; conservative and upright managers regard such practices with no less abhorrence than the general public, and legislation is required for their protection no less than for the public protection. The best managed road may find its business diverted and its revenues impaired by a weak but unscrupulous competitor, and in self-defense feel compelled to retaliate. This may not be the course of wisdom nor defensible on any just grounds, but it is one of the well-known facts of experience.

TICKET BROKERAGE.

Another subject of general notoriety related to some of the foregoing, and universally recognized as an abuse of gross character and large extent, and which, in the opinion of the Commission, urgently demands legislative action, both for public reasons and to regulate dishonest competition, is ticket brokerage or scalping as usually termed. The Commission has made investigations concerning it, and has frequently expressed condemnation of the practice, setting forth its dishonesty, and the discrimination and evils to which it leads, and urged managers of railroads to relieve themselves from its odium and wrong. There is no indication, however, that the practice is diminishing; on the contrary, it flourishes with unabated boldness and success in many of the cities of the country, including the national capital. As dealers in these irregular sales are not recognized as agents of the railroads, nor as connected with any company, but as independent operators, there are difficulties in enforcing legal remedies against them under a law framed to apply to carriers and their proper officers and agents.

It is sometimes said that railroads can destroy ticket scalping whenever they see fit, by ceasing to countenance or connive at the practice. This is doubtless true, but one or two reckless roads, indifferent to the methods by which they procure business, may be able to defeat the best purposes of a great majority of roads that oppose the evil and desire its abatement.

Some of the States have legislation that is understood to be preventive of ticket scalping, and similar provisions, incorporated in the act to regulate commerce, may prove efficacious. They are, in substance, that any person authorized to sell passenger tickets shall have and exhibit a certificate from the company or companies upon whose lines he sells tickets, and the companies to be responsible for his acts; and that it shall be unlawful for any other person to sell tickets, under suitable criminal penalties.

QUESTIONS DECIDED.

The decisions of the Commission in contested cases have related more largely to rates than to any other incident of transportation. A statement briefly setting forth the points passed on in the various cases decided is contained in Appendix 4. Another statement in the Appendix shows the cases that are still pending and undetermined. Some of the more important decisions rendered are briefly referred to here and some elsewhere in this report in connection with particular subjects.

One of these, announced early in the year, related to passenger tariffs and rate wars, and various matters relating to the publication of tariffs, the reduction of rates, employment of ticket brokers and scalpers for the sale of railroad tickets, the illegality of lower rates obtained from brokers, and the existing methods respecting excursion and mileage tickets were examined, discussed, and the views of the Commission with regard to them expressed.

In two cases, one arising in Illinois and the other in Pennsylvania, the practice of making group rates upon soft coal was presented, and, under the conditions found to exist in both cases, a group rate for a district of considerable size was found to be reasonable and not in contravention of the provisions of the statute. A group rate upon an article of traffic for a district of country where the circumstances as to the character of the commodity, the extent of the public demand for its use, and sometimes the nature of the competition existing in its transportation, has been considered by the Commission as warranted by the provisions of the act, and in most respects conducive to the public welfare.

In other cases through rates for long distances, and the relation of local rates upon the same line to the proportions of through rates, have been several times considered and applied. In all these cases the Commission has adhered to the rule it had previously laid down, that through rates are not required to be the sums of locals, but may lawfully be lower so long as they are not unreasonably disproportionate, or unjustly

discriminating against individuals or localities, or so low as to burden other business with part of the cost of the business upon which the through rate is charged; but that rates should be reasonably proportional, and, distance being usually an element of importance, a proper regard to distance proportions should be observed in connection with any other considerations that may be found material in fixing transportation charges.

In another case the question of relative rates upon different branches of the same road was considered upon the facts presented in the case, and it was ruled that railroad service may be rendered under such dissimilar circumstances as to make it lawful to charge more for the same distance on one branch than on another branch of the same road; that the departure from the rule of equal mileage charges, as applied to several branches of a road, is not conclusive that such rates are unlawful, but in such cases the burden is on the company making the departure to show its rates to be reasonable when challenged.

A case of some importance in respect to the principles involved was brought before the Commission, relating to the application of the provisions of the act to regulate commerce to international commerce with Canada. The particular controversy was in respect to rebates allowed upon coal to consignees in Canada upon continuous shipments from a point in the United States. The Commission regarded the act as intended to regulate all commerce originating in the United States, and destined by continuous carriage to or into a foreign country, as well as commerce originating in a foreign country and destined to a place in the United States by continuous carriage. It was accordingly ruled that the act applies as well to foreign as to domestic common carriers engaged in the transportation of passengers or property by continuous carriage or shipment from a place in the United States to a place in an adjacent foreign country, and that such common carriers are subject to the provisions of the act respecting the printing of schedules of rates, fares, and charges for the traffic carried, the posting and filing with the Interstate Commerce Commission of copies of such schedules, the notice of advances and reductions, and the maintenance of the rates, fares, and charges established and published, and in force at the time; that such common carriers are also subject to the provisions of the act in respect to joint tariffs of rates, fares, and charges for continuous lines or routes; and that, pursuant to the seventh section of the act, the carriage of freights can not be prevented from being treated as one continuous carriage from the place of shipment to the place of destination, by any means or devices intended to evade any of the provisions of the act.

A case was again brought before the Commission involving the rights of colored passengers in respect to the character of their transportation upon lines of road in some of the Southern States, and the principle that colored passengers paying the *same fare* are entitled to equality of

accommodations and treatment was again affirmed and applied by th Commission.

The Commission had occasion to consider with care the question o practice involved in the allowance of subpœnas *duces tecum*. It had been found in some instances that parties, without leave of the Commission, would serve subpœnas *duces tecum* upon common carriers, requiring them to produce upon a hearing a wholly unreasonable and mostly unnecessary amount of documentary evidence, subjecting a company to burdens, in the form of expense and labor of its employés to prepare the documentary evidence, that were regarded as unjustifiable and oppressive. The Commission therefore laid down certain general principles in regard to the allowance of subpœnas *duces tecum* and the production of books and documentary evidence, defining the manner in which documentary evidence may be called for, the kinds of evidence proper to be called for and produced, the distinctions to be made between custodians of documentary evidence who are parties and who are not parties to a proceeding, and regulating the practice, as it was thought, upon a reasonable basis.

In another case the question of the mode of making rates upon the shipment of live cattle was presented and passed upon. A practice had existed among the carriers in large sections of the country to make a car-load rate irrespective of the weight carried, and to permit the shipper to load into the car as many cattle as he pleased or as he was able to put into it. The carriers substituted for this the rule that, while naming a car-load rate, they prescribed a minimum weight for a car-load, and then charged by the hundred pounds, in proportion to the car-load rate, for any excess over the minimum. The shippers complained that this substituted rule was unlawful and that they suffered prejudice by reason of its enforcement. They emphasized the complaint by showing that State commissions, in the district affected by the new rule, retained and enforced upon State transportation the former practice, thereby, as they insisted, putting interstate traffic at a great disadvantage. The Commission decided, however, that the new rule was not unlawful. The former practice, when, as is well known, the cars were of different sizes, almost necessarily led to discriminations and to favoritism as between shippers, and on the face of it the new rule was more just and reasonable than the practice it supplanted, since the charge would be more in proportion to the service rendered.

Whatever might be the action of the State commissions in the premises, it was held that it could not be allowed to control in respect to interstate traffic, inasmuch as, if it did, the regulation of interstate traffic would, to some extent, be relegated to State commissions. The new rule also corrected some incidental difficulties and abuses in the transportation of live cattle which always attended the old practice, especially in the temptation it held out to the overloading of cars. Shippers

complained that difficulties were found to exist in practice in the prompt and accurate weighing of cattle, but this was held not to furnish a reason for abolishing the new rule, but rather, on the other hand, for improving and perfecting it.

QUESTIONS DECIDED BY UNITED STATES COURTS.

Since the last annual report some questions arising under the act to regulate commerce, and involving interpretations of its provisions, have been presented to and passed upon by courts of the United States. These are given for public information.

In a decision announced by the Commission in August, 1888, it had been held that a certain corporation, chartered by name as a bridge company, had by its charter the powers and rights and was subject to the obligations of a common carrier; that it was a common carrier in fact, and was therefore entitled, under the third section, to demand interchanges of traffic with a railroad company with which it had track connections that were not strictly at a station or depot, but convenient for the purpose of interchange. The case was subsequently presented to a circuit court of the United States, under a somewhat different showing, and it was held by that court that the bridge company was not to be deemed a common carrier and could not lawfully demand interchanges of traffic and through rates with the railroad company under the facts and circumstances of the case.

In another case in which the Commission had ruled that a through route and through rate could not be enforced in favor of a carrier making application therefor, and connecting at each terminus with other carriers, the same question came before one of the courts of the United States, and the same ruling, in effect, was made.

In an original case that arose in a United States circuit court, under the amendment to the twenty-second section of the act giving jurisdiction to the circuit and district courts of the United States to require a common carrier by mandamus to move and transport interstate traffic or to furnish cars or other facilities for the transportation of such traffic, it was decided that a shipper of live cattle is not entitled to have his cattle carried in cars of a special construction of his selection belonging to a third party, and superior to ordinary cattle cars, by reason of the fact that the carrier transports some cattle in other cars, available to all shippers equally, which have some of the improvements of the former, but are furnished by another party under a special contract, and which, unlike the cars desired by the shipper, by reason of their peculiar construction, can be used in the chief business of the road, which in that case was the carriage of coal when not in use for cattle; and that the refusal to use the cars desired by the shipper in that case did not constitute unjust discrimination.

In another case, in one of the district courts of the United States, in which an official of a railroad company was indicted for unlawful dis-

crimination under the act to regulate commerce, the official was c victed in the trial court, and upon a review of the case it was held the court that the transportation by a railroad company to a cer point on its line of freight received from a connecting carrier which reserved a right to forward the property by any carrier it might sel especially where the freight thereon was to be paid at the point of d nation by the purchaser, is not a service rendered for the party by wl the through shipment is made, but for the connecting carrier, and th fore that there may be an unlawful discrimination between the cha for such service and for a shipment by the same shipper to the s consignee at the same destination over the local line alone, and that unreasonable adjustment of joint rates for through transportation n constitute an unreasonable discrimination against local traffic. T court further held that the question whether the difference in rates transportation of local traffic and through traffic is reasonable or reasonable is a question of fact for the jury, and the conviction of t official was affirmed.

An important decision covering many points of interest in railw transportation, though not under the act to regulate commerce, w rendered by the United States circuit court for the southern district Iowa in a suit brought by a railroad company against the railroad co missioners of the State of Iowa. The case related to the schedules rates for transportation within the State prescribed by the State co missioners under a statute of the State.

It was held in the case that the Federal courts have jurisdiction i suit against State railroad commissioners brought by a corporation another State to restrain the enforcement of a schedule of rates p pared by such commissioners, under a State statute claimed by the co plainant to be unconstitutional; that the authority conferred upon t railroad commissioners by the legislature to make and put in effect schedule of rates for railroad transportation within a State is not unconstitutional delegation of legislative power; that the provision the act making the commissioners' schedule prima facie evidence th the rates fixed thereby are reasonable is not an infringement of the c stitutional guaranty of the right to trial by jury, nor of the provisi against deprivation of property without due process of law; that inquiry by the courts into the reasonableness of rates established State authority, notwithstanding the forms of law have been pursu in prescribing a schedule of rates, may be made, and must be decid in each case whether the rates prescribed are within the limits of leg lative power or are mere proceedings which, if not restrained, will wo a confiscation of property; that the courts have no power to interfe with rates for railroad transportation fixed by statute when such ra will give some compensation, however small, to the owners of railro property, but it is their duty to interfere when the rates prescribed w *not pay* compensation to the owners; that is, some dividend to sto

holders after payment of fixed charges and operating expenses; that State legislation which deprives the owners of a railroad line within the State of all compensation from their business can not be upheld on the ground that the company is a foreign corporation and is permitted simply to do business within the State, and is at liberty to abandon its business if found unremunerative; nor can it be upheld on the ground that the railroad affected thereby is an interstate road and that its deficiency of revenue may be made up by receipts from interstate commerce or from traffic in other States, or on the ground that a future increase of business may render the prescribed rates remunerative. And it being found that the rates prescribed were not remunerative to the railroad company, an injunction was issued restraining the enforcement of the schedules.

PUBLICATION AND FILINGS OF TARIFFS.

Publicity of rates is, in itself, a powerful factor in the correction of the evils of unjust discrimination, extortion, and unlawful preference. By this means a record, open to public inspection and criticism, is kept of rates as they actually exist at the time. The shipper can see for himself what they are, and if there be a choice of routes for his shipments, as is frequently the case, he may make this choice intelligently, or he can see whether, in any respect, they are such that he may feel it his duty to make complaint against them. But in addition to this information, which is thus valuable and important to the shipper and the public, there could be no efficient supervision and regulation of rates and of the methods prevailing in their enforcement unless tariffs were filed with the Commission as provided by the statute.

The previous provisions of the statute on this subject had been highly valuable, but these were greatly strengthened by the subsequent amendments of March 2, 1889. Under the operation of the statute as thus amended rates have been more steady than before. The temptation to preferences by sudden cuts for the benefit of some dealers and at the expense of others, and resulting as a preference in the transportation of certain kinds of traffic over other traffic, has been very greatly restrained. The posting of rates has been more clearly provided for, so that complaints on the part of shippers that they are unable to see these rates at depots have virtually ceased to exist. Prior to the adoption of the amendments of March 2, 1889, this was a fruitful source of complaint.

The Commission has rigidly enforced that provision of the statute found in one of these amendments in reference to notice on the part of carriers to the Commission of advances and reductions in rates, and finds that it has worked well. To the force of the statute as thus amended is unquestionably due, in a considerable measure, the decrease that has occurred in the reckless and wasteful rate wars among the car-

riers, resulting, as they inevitably do, in ruining the business of some honest dealers, building up the business of dishonest dealers, squandering the property of share-holders, and then endeavoring to recoup the loss sustained by their folly in subsequently charging the general public higher rates than before.

The system by which the tariffs of each company are filed separately in the office of the Commission, and a careful index of them kept so that they are of easy access or reference, has been greatly extended, and it is but the work of a moment to produce them for any necessary purpose, and to ascertain what the rates are from any point in the country to any other point. These tariffs are in many instances voluminous and their number is enormous. The number of tariffs received and filed during the year ending December 1, 1889, was 180,000. The changes in them are numerous and frequent, and it requires a large force to handle them. The regulation and supervision contemplated by the statute can never efficiently be made until the Commission is in a position to know promptly whether or not these tariffs, as filed, show on their face that they seem to comply with the law; and this is equally true of all proposed advances and reductions. To enable the Commission to perform this duty in the manner required by the statute, renders it necessary that the clerical force should be such that these tariffs, and all changes in them, can be promptly filed and indexed without any delay, and that the Commission may be able to see at once the nature and effect of proposed changes.

RAILWAY METHODS IN SHIPMENTS OF FREIGHT AND THE RECORDS THEY KEEP OF THESE TRANSACTIONS.

Other instances of investigations made by the Commission under the twelfth section of the act to regulate commerce have been referred to in this report, but in addition to these the Commission has investigated the business methods of railways in shipments of freight and the records they keep of these transactions with a view of ascertaining what they are and what changes, if any, have been made by carriers under the operation of the statute. Under an order of the Commission made on the 24th day of August, 1889, this investigation was made by Mr. C. C. McCain, auditor of rates and transportation in the office of the Commission. His report will be found in Appendix 5 of this report. His report shows the business methods and the records kept by carriers of their business transactions in shipments of freight. These methods and records are substantially much the same as those in existence prior to the enactment of the act to regulate commerce, though continual improvements are being made in such matters by the carriers, and this will continue to be the case as practical experience will demonstrate its necessity in handling and moving the commerce of the country.

PRINTING AND DISTRIBUTION OF REPORTS, DECISIONS, AND OTHER DOCUMENTS.

Section 14 of the act to regulate commerce (as amended) contains provisions as follows:

> All reports of investigations made by the Commission shall be entered of record, and a copy thereof shall be furnished to the party who may have complained, and to any common carrier that may have been complained of.
>
> The Commission may provide for the publication of its reports and decisions in such form and manner as may be best adapted for public information and use. * * * The Commission may also cause to be printed for early distribution its annual reports.

The action of the Commission has been in compliance with these provisions.

Copies of reports of investigations have been distributed to those who applied for the same and to others to whom they would be of interest and service, in the opinion of the Commission, including Senators and members of Congress, attorneys having matters before the Commission, boards of trade, railway journals and newspapers, State railroad commissioners, and others.

Soon after the Commission was organized arrangements were made for the publication of reports and decisions of causes and investigations heard by the Commission, corresponding in form and style to the decisions of judicial tribunals. The material for these reports has been furnished to two publishing companies, and volumes have been issued on their own responsibility containing the reports and decisions of the Commission to March 25, 1889. The reports and decisions since that date will appear in forthcoming volumes, which will be issued in due course, as the material therefor accumulates. The Commission authorized the purchase of sufficient copies of these reports as issued for its own use and distribution to the President and his Cabinet, judges of Federal courts, national, state, college, bar, and some other public libraries, both American and foreign, to railroad commissioners, and some other officials.

Section 21 of the act to regulate commerce was amended March 2, 1889, so as to read as follows:

> That the Commission shall, on or before the first day of December in each year, make a report, which shall be transmitted to Congress, and copies of which shall be distributed as are the other reports transmitted to Congress.

Under the provision first above cited an edition of the second annual report was printed and distributed as follows:

To the President and to Senators and Representatives in Congress; judges of United States courts; district attorneys of the United States; to boards of trade, chambers of commerce, and commercial exchanges of the United States; public library associations; universities and other educational institutions; parties and counsel in cases before the Commission; to *leading newspapers of* the country; railway and labor

journals; law publications and financial papers; to granges and agricultural societies; to the directors and other officers of railways in the United States; to the Executive Departments of the Government; to State railroad commissioners, and to foreign governments.

Of the proceedings of the general conference of railroad commissioners, the purpose and nature of which are elsewhere alluded to in this report, there were published some 3,000 copies, which were sent to the State railroad commissioners; to the principal officers of railway companies of the country, including the accounting and auditing officers, as the proceedings related in a measure to the methods adopted by the railroads in keeping their accounts and to the making of financial reports to the Commission, in accordance with section 20 of the act to regulate commerce.

Early in 1889 the Commission caused to be prepared and published an edition of 10,000 copies of the first statistical report, entitled "Statistics of Railways in the United States." This is a volume of 390 pages, prepared under the immediate supervision of the statistician of the Commission, compiled from reports of railway companies pursuant to the provisions of section 20 of the act to regulate commerce.

This report, which is further alluded to elsewhere herein, was distributed as follows:

To public libraries of the country, newspapers, railway journals, boards of trade, the principal officers of railroads; to the Executive Departments of the Government, United States Senators and Representatives, judges of United States courts, agricultural societies, State railroad commissioners, and other officials, and to many others who have applied for copies.

The above distribution of reports and proceedings of the Commission was made with the purpose of carrying out the evident intention of Congress in this behalf as indicated in the provisions of the act to regulate commerce, and manifestly has been of great value in familiarizing carriers subject to the act and shippers and the public generally with the law and the principles of justice and fair dealing which it intended should be applied to transportation.

Circulars and other documents have been sent out as follows:

Circular of January 31, inviting a general conference of railroad commissioners.

Circular of March 23, relating to amendment of the act.

Circular of April 1, relating to automatic car couplers.

Circular of April 10, relating to telegraph.

Circular of May 17, relating to Federal regulation of safety appliances.

Two circulars of June 17, relating to free cartage and trackage facilities.

Two circulars of August 1, relating to relations between railway corporations and their employés.

Act to regulate commerce as amended.
Amended and revised rules of practice.
Reports and opinions in cases before the Commission.

The total number of reports and other documents distributed during the year is over 90,000 copies.

STATISTICAL WORK OF THE COMMISSION.

The statistical work of the Commission for the year ending June 30, 1888, is fully explained in the report of Statistician Adams, which was published by the Commission some months since. In that report the statistician says of the information called for from the railroad companies that it may be classified under four general heads: First, questions are asked respecting the corporate history of the several roads and their organization for purposes of operation; second, returns are required bearing on the financial standing of railway corporations, whether they be operating or subsidiary corporations; third, what may be termed "statistics of operation" are demanded; fourth, statistics pertaining to the physical characteristics of roads are made the subject of inquiry. The object of the inquiry thus indicated may be easily perceived. The railway problem is one that presents itself in many phases, but at the present time there are two questions of more importance than all others. The first of these pertains to fair, uniform, and steady rates between the railways and the public for service rendered; the second, to the number and situation of new lines that can be economically constructed.

For neither of these questions is there as yet any absolute answer. General principles, it is true, may be laid down, but in the application of those principles accurate and detailed knowledge of conditions is essential, and the nature of the knowledge required is, as will be readily admitted, such as may be gained by the questions outlined in the form which is sent out for the annual corporate returns. The report shows in detail how far the call has been successful in obtaining the information desired, and explains some of the difficulties in the way of making it complete and accurate. The chief of these relate to the cost and value of railroad property, franchises, and equipment, and the statistician says that for reasons which he gives there is some plausible ground for saying that satisfactory and conclusive information respecting the cost of railways in the United States cannot be obtained. The chief difficulty in the way arises from the fact that reliable record evidence upon these points was in many cases never made and in some cases, after being made, has been lost or destroyed.

Five tables are appended to the statistician's report. The first table shows the length of line owned by each railroad company, the length of line operated, and whether operated by the company owning or by some other. In a preliminary report given in the second annual re-

port of the Commission the total railroad mileage of the United States was given at 152,781. Those figures were the result of an estimate based upon publications by private statisticians. This proved to be an overestimate. The statistician gives as sources of overestimation in railway mileage the following: Mileage may be easily multiplied in case a line or part of a line is used jointly or owned jointly by two or more operating companies; roadways lying partly out of the country, in Canada or Mexico, may be returned as roadways within the country; lines once operated but abandoned, as lumber roads, quarry roads, etc., may continue to be counted after they have ceased to form part of the country's railway system; street railways, operated in connection with steam railways, may be included in total mileage. A careful sifting of the returns received and of such other evidence as was found available fixes the total railway mileage in the United States, on June 30, 1888, at 149,901.72. The whole number of corporations owning railroads is given at 1,488. Of these 795 actually operate roads; the others are called in the report subsidiary roads, their lines being operated by other companies as lessees or otherwise.

Of the aggregate mileage above given 10,799.89 was obtained from what are designated as unofficial sources; in other words, from sources other than returns made to the Commission. For the most part, reports of the State railway commissioners supplied the information. It must be expected that there will always be difficulty in obtaining complete and accurate statistical information, so long as corporations owning lines which are entirely within single States do not recognize an obligation to make returns. It should be said for such corporations that they have in general responded to the call of the Commission, and have claimed no exemption; but in many cases, as will be apparent from the figures given, response has not been obtained.

The second table appended to the report gives the amount of railway capital at the close of the year ending June 30, 1888, under the three heads of stocks, funded debt, and current liabilities. The amount of stocks is given at $3,864,468,055; of funded debt, $3,869,216,365; and of current liabilities, $396,103,311. This makes a total of $8,129,787,731, being $59,392 per mile of road. But this is for 136,883.53 miles of line only.

The third table gives a summary of earnings and income for the same number of miles operated. The amount for passenger service is stated at $277,339,150, which was 30.46 per cent. of the whole; from freight service, $613,290,679, or 67.35 per cent. of the whole; other earnings, $19,991,391, or 2.19 per cent. of the whole. The total earnings from operation were $910,621,220. The income from other sources, excluding credits sold, was $89,506,471, making total income for the year $1,000,214,691.

In a fourth table is given a summary of expenditures for the year. From this it appears that there was paid for maintenance of way and

structures, $131,447,859; for maintenance of equipment, $101,659,972; for conducting transportation, $299,049,713; for general expenses, $55,601,045; not classified, $4,245,067; making total operating expenses $594,994,656. For fixed charges there was paid $285,492,433. Total expenditures, $880,487,089.

From tables 3 and 4 the following comparative summary of results was deduced:

Revenue per passenger per mile	cents..	2.349
Average cost of carrying one passenger 1 mile	do....	2.042
Revenue per ton of freight per mile	do....	1.001
Average cost of carrying 1 ton of freight 1 mile	do....	.630
Revenue per train mile, passenger trains		$1.139
Average cost of running passenger train 1 mile	cents..	84.691
Revenue per train mile, freight trains		$1.657
Average cost of running freight train 1 mile		$1.038
Average cost per train mile of all trains earning revenue	cents..	96.050
Percentage of operating expenses to operating income	do..	65.340

The impossibility of thus apportioning revenue and expenses with entire accuracy is well understood, but the above is probably as near an approach to accuracy as is attainable.

A fifth table gives a statement of payments on railway capital for the year, from which it appears that upon $2,374,200,906 of stock no dividend was paid, and upon the remainder there was paid as follows: Upon $4,818,626, less than 1 per cent.; upon $90,805,607, from 1 to 2 per cent.; upon $46,775,644, from 2 to 3 per cent.; upon $34,079,425, from 3 to 4 per cent.; upon $318,690,245, from 4 to 5 per cent.; upon $301,681,511, from 5 to 6 per cent.; upon $264,402,331, from 6 to 7 per cent.; upon $295,755,706, from 7 to 8 per cent.; upon $76,473,650, from 8 to 9 per cent.; upon $4,209,510, from 9 to 10 per cent.; upon $48,459,100, from 10 to 11 per cent.; and upon $4,006,800, 11 per cent. or over. Interest payments were made on 78.31 per cent. of the bonds, and none on 21.69 per cent.

The theory of a sixth table, which shall give a cash statement of financial operations for the year, and which may be regarded as the culmination of the plan to which all the other tables conform, is also presented, but it was found not possible to give the table itself in this first report. The abstract above given will be sufficient to show that the statistical work of the Commission has been satisfactorily begun; that the leading facts are now established with nearer approach to accuracy than ever before; and that there is reason to believe that the obstacles to obtaining reliable statistics regarding railroad property and railroad operations will from this time grow less numerous and troublesome from year to year.

The single-track mileage of new road constructed during the year ending June 30, 1888, by the companies which reported to the Commission, was 7,502.17. If the companies not reporting constructed new road in like proportion, the total would be 8,084.65; and this may be

of railway corporations have found them in existence at the time tering upon their duties. Accounting officers of railroads very ally recognize the importance of uniformity in the methods of a ing, and in their meetings have considered the subject to some and a very general desire is believed to exist that the Commission act under the authority given to it by the twentieth section of the and prescribe uniformity in the methods of keeping accounts. T ject has recently been taken up by the Commission, and steps hav taken to obtain from the roads such information as may be neces enable the power of the Commission in this respect to be wise usefully exercised.

The statistical work of the Commission for the year ending Ju 1889, will appear in detail by the report of the statistician now in of preparation. This report is unavoidably delayed by the tardi some of the railroad companies in making their returns. The ne road mileage constructed during the year can now be only a mately given and was about 6,500 miles, making the total r mileage of the United States to June 30, 1889, 156,400 miles.

It is of much interest to know how the operation of the l affected the earnings of railroads. There are so many other however, that exert more or less influence that exact conclusio not be predicated from one cause alone. Full returns are also sary for accurate and complete results, and as these have not a received, only incomplete results can now be given. Enough a however, by official returns and from unofficial sources, to warr positive statement that as a whole there has been considerable i in railroad earnings, and that during the year since the last re

There seems no reason to believe, therefore, that the effect of the law has been injurious to railroad earnings, but on the contrary that, notwithstanding the general lowering of rates from all causes and the equalizations and reductions of charges due especially to the just provisions of the law, railroads in the main have prospered with the general prosperity of the country, and show materially better earnings wherever excessive competition and the misconduct of managers in rate-cutting and other reprehensible practices have not inflicted injury on themselves.

THE GOVERNMENT-AIDED RAILROAD AND TELEGRAPH LINES.

Certain duties were devolved upon this Commission in relation to railroad and telegraph companies to which the United States has granted any subsidy in lands or bonds or loan of credit for the construction of either railroad or telegraph lines, by the act of Congress approved August 7, 1888, being chapter 772 of the acts of the Fiftieth Congress of the United States, Volume 25, U. S. Statutes at Large, page 382.

The act also imposes certain specified duties upon the railroad and telegraph lines referred to.

So far as this Commission is required to take action in respect to these companies and to secure the reports and information pursuant to the act, the Commission has endeavored to give effect to its provisions.

The general purposes of the act may be summarized as follows:

First, that every railroad and telegraph company aided by any subsidy from the United States in lands or bonds or loan of credit for the construction of either railroad or telegraph lines, and all companies engaged in operating such railroad or telegraph lines, should forthwith and henceforward, by and through their own respective corporate officers and employés, maintain and operate for railroad, governmental, commercial, and all other purposes, telegraph lines, and exercise by themselves alone all the telegraph franchises conferred upon them and obligations assumed by them under the acts making the grants of Government aid.

Second, that any telegraph company that may have accepted the provisions of title 65 of the Revised Statutes of the United States, which shall extend its line to any station or office of a telegraph line belonging to any railroad or telegraph companies referred to in the act, should have the right to connect its line and exchange business with such Government-aided companies.

Third, that each of the railroad and telegraph companies referred to in the act should file with this Commission copies of all contracts and agreements between it and every other person or corporation in reference to the ownership, possession, maintenance, control, use, or operation of any telegraph lines or property over or upon its right of way, and also to make a report describing with sufficient certainty the telegraph lines

and property belonging to it, and the manner in which the same are being then used and operated by it, and the telegraph lines and property upon its right of way in which any other person or corporation claims to have a title or interest, and setting forth the grounds of such claim and the manner in which the same are being then used and operated.

Fourth, that the said companies should also make annual report to this Commission, with reasonable fullness and certainty, the nature, extent, value, and condition of the telegraph lines and property belonging to them, the gross earnings, and all expenses of maintenance, use and operation thereof, and their relation and business with all connecting telegraph companies during the preceding year, at such time and in such manner as may be required by a system of reports to be prescribed by this Commission.

Prior to the passage of the act of August 7, 1888, it is believed that the various railroad companies that had been aided by the United States by subsidies for the construction of their railroad and telegraph lines, and that were required to construct, maintain, and operate telegraph lines, had availed themselves of the provisions of the nineteenth section of the act of Congress of July 1, 1862, in regard to Pacific railroads, by which such railroads were authorized to enter into arrangements with certain specified telegraph companies in lieu of constructing telegraph lines of their own, and by which it was enacted that—

> If said arrangement be entered into, and the transfer of said telegraph line be made in accordance therewith to the line of said railroad and branches, such transfer shall, for all purposes of this act, be held and considered a fulfillment on the part of said railroad companies of the provisions of this act in regard to the construction of said line of telegraph. And, in case of disagreement, said telegraph companies are authorized to remove their line of telegraph along and upon the line of railroad herein contemplated, without prejudice to the rights of said railroad companies named herein

The Commission believes that the telegraph business of the subsidized railroad companies in question was provided for by arrangements under this section, and was in fact done by the Western Union Telegraph Company, either under direct contracts with that company or as successor in interest to the other telegraph company specified in the act with which contracts were originally made. These contracts also contain provisions as to telegraph business other than that of the railroad companies, but not necessary to be restated herein.

None of the railroad companies or telegraph companies referred to in the act of August 7, 1888, made report to this Commission within sixty days from the passage of the act, as required by its sixth section. The Commission thereupon called upon the various companies, by circular, to file with the Commission copies of the contracts and agreements specified in the sixth section, and to report certain other facts set forth in the circular. This circular, published in appendix of second annual report, was duly served upon the various companies believed to be subject to the act.

The only responses to this circular were as follows:

The Northern Pacific Railroad Company filed a copy of agreement between the Northwestern Telegraph Company and the Western Union Telegraph Company of the one part and the Northern Pacific Railroad Company of the other part under date of May 1, 1880; and also of a supplemental agreement to the foregoing between the same parties under date of December 18, 1885; also a brief report in regard to the ownership and operation of the telegraph lines and property upon the right of way of said company.

The Southern Pacific Company filed a contract entered into between the Central Pacific Railroad Company, the Southern Pacific Railroad Company, the Sacramento and Placerville Railroad Company, the Northern Railway Company, the San Pablo and Tulare Railroad Company, the Los Angeles and San Diego Railroad Company, the Amador Branch Railroad Company, the Berkeley Branch Railroad Company, the Los Angeles and Independence Railroad Company, parties of the first part, and the Western Union Telegraph Company, party of the second part, under date of December 14, 1877.

The Sioux City and Pacific Railroad Company filed a copy of a contract entered into between said company and the Western Union Telegraph Company under date of April 1, 1871; also a brief report in regard to the ownership and operation of the telegraph lines and property upon its right of way.

The Union Pacific Railway Company filed a copy of a contract entered into between said company and the Western Union Telegraph Company under date of July 1, 1881.

The companies not having complied with the requirements of the circular as fully as was necessary the Commission, on the 10th of April, 1889, issued another circular, which was duly served upon the various companies, calling upon them for more complete and specific reports which circular is given in Appendix 6.

Responses to this last circular have been as follows:

The Union Pacific Railway Company filed a report in regard to the ownership and operation of the telegraph lines and property upon its right of way; also a statement showing the pleadings and certain proceedings in a suit pending in the circuit court of the United States for the district of Nebraska, brought by the Western Union Telegraph Company against the Union Pacific Railway Company.

The United States Telegraph Company and the Western Union Telegraph Company communicated by letter, denying that said companies are subject to the act of August 7, 1888.

The Sioux City and Pacific Railroad Company filed a report giving a brief description of its telegraph line.

The Northern Pacific Railroad Company filed a report giving a full and detailed account of the ownership and operation of the telegraph lines and property upon its right of way.

The St. Joseph and Grand Island Railroad Company (successor of the St. Joseph and Western Railroad Company) filed a report in regard to the ownership and operation of the telegraph lines and property upon its right of way.

The responses of the United States Telegraph Company, the Western Union Telegraph Company, the Texas and Pacific Railway Company, the Missouri Pacific Railway Company, the Hannibal and St. Joseph Railroad Company consisted only of letters respectively denying that the said companies are subject to the act. The Atchison, Topeka and Santa Fé Railroad Company also answered, denying that that company is subject to the act, but filed a copy of an agreement between said company and the Western Union Telegraph Company.

Pursuant to the provisions of the sixth section of the act of August 7, 1888, the Commission prepared a form, as set forth in appendix 6-a, for annual reports to be made by the railroad and telegraph companies referred to in the act, setting forth with reasonable certainty and particularity the various matters required to be shown by those reports, and on the 22d day of August last these blank forms were duly transmitted and delivered to the following companies:

The Atchison, Topeka and Santa Fé Railroad Company; the Atlantic and Pacific Railroad Company; the Central Pacific Railroad Company; the Northern Pacific Railroad Company; the Oregon and California Railroad Company; the St. Joseph and Grand Island Railroad Company; the St. Louis and San Francisco Railway Company; the Sioux City and Pacific Railroad Company; the Southern Pacific Company; the Union Pacific Railway Company; the United States Telegraph Company, and the Western Union Telegraph Company.

The various railroad companies to which blanks were so transmitted are believed to be subject to the provisions of the act of August 7, 1888, either by reason of subsidies directly granted to them by the United States Government or by the acquisition of or consolidation with lines of road to which such subsidies have been granted.

The Western Union Telegraph Company is believed to be subject to the act, not by reason of any direct subsidy granted to that company, but by reason of the acquisition by contract of the franchises and rights of other companies that had received Government subsidy, whereby the former became subject to the obligations of such companies.

The United States Telegraph Company is believed to have been a subsidized company, but, although its corporate existence is still maintained, its franchises are controlled and its lines operated by the Western Union Telegraph Company.

The Central Pacific Railroad and the Oregon and California Railroad are controlled and operated by the Southern Pacific Company.

The only railroad companies that have yet made an annual report to the Commission, pursuant to the forms transmitted, are, first, the

...ilroad Company, whose report seems to be as full as prac-
in view of the fact of its contract with the Western Union
...ph Company.
general result to be reported by the Commission is that all of
...sidized railroad companies referred to in the act have failed to
with the provision of the first section that all of said com-
should "forthwith and henceforward, by and through their own
ive corporate officers and employés, maintain and operate for
l, governmental, commercial, and all other purposes, telegraph
...nd exercise by themselves alone all the telegraph franchises
...d upon them and obligations assumed by them under the acts
the grants;" and all except the two companies above specified
iled to comply at all, and those two literally, with the provision
ixth section requiring said companies to make annual reports to
erstate Commerce Commission, setting forth "with reasonable
and certainty the nature, extent, value, and condition of the
...ph lines and property then belonging to it, the gross earnings,
expenses of maintenance, use, and operation thereof, and its
and business with all connecting telegraph companies during
...eding year, at such time and in such manner as may be required
...stem of reports which said Commission shall prescribe."
...roper to state that the Union Pacific Railway Company reports
Commission that immediately after the passage of the act of
7, 1888, it attempted to assume direct control over its telegraph
d to comply with the provisions of the act, but was prevented
doing by an injunction granted by the United States circuit
; the suit of the Western Union Telegraph Company, which suit

This Commission has never received an application to institute an investigation or make an order upon any railroad or telegraph company under the provisions of said act, and no complaint has come to the Commission on account of refusal of the Western Union Telegraph Company or any other subsidized company to connect with other companies in the reception or transmission of messages, except a communication in the nature of a complaint from Albert B. Chandler, president and general manager of the Postal Telegraph and Cable Company, in September, 1888. This led to a correspondence and inquiry which continued for some months, but no formal complaint or application followed.

It is also provided by the act last referred to, that in case any of said railroad or telegraph companies shall refuse or fail to make the reports mentioned in the sixth section of the act, or any report that may be called for by the Interstate Commerce Commission, it shall be the duty of the said commission to inform the Attorney-General of such cases of neglect or refusal.

Pursuant to this provision of the act the Interstate Commerce Commission, after waiting what seemed to it a reasonable time for the reports specified in the circulars above mentioned, reported to that officer the facts in respect to such neglect and refusal by said companies; and the Commission is informed that he has taken action in this behalf.

CONFERENCE OF RAILROAD COMMISSIONERS.

Early in the present year the Commission decided to invite a conference with the authorities intrusted with the supervision of railroad affairs under the laws of the several States and Territories. Many reasons had weight in inclining the Commission to take this action, some of which appeared to its members to be very cogent. The United States, by the act to regulate commerce, had entered upon the regulation of transportation by rail, but in doing so had made the descriptive terms as to the carriers to which the regulations should apply so precise and particular as to leave a considerable number unaffected. The act by its first section was declared to "apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad or partly by railroad and partly by water when both are used, under a common control, management, or arrangement for a continuous carriage or shipment from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States, or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of transshipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an ad-

jacent foreign country," but an important proviso was added, "that the provisions of this act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid."

Many railroad corporations, whose lines are wholly within single States and who manage them independently, are supposed by the force of this proviso to be altogether exempt from the provisions of the act, and to be left for regulation—if regulated at all by public authority—under State or Territorial laws. Some of the carriers who may thus plausibly claim exemption owned roads which were not only important because of the very considerable capital invested and of the magnitude of business done upon them, but also because, whether operated independently or otherwise, their relation to interstate roads and to the traffic upon them was such as to make it imperative that they should be taken into account in any comprehensive survey of interstate transportation. Moreover, in the nature of things, it was impossible to classify State and interstate roads upon any distinction that was at once obvious and permanent; neither physical characteristics nor location, nor indications afforded by the mere appearance of the traffic, furnished a conclusive test for the purpose; they did not in any way stand apart from each other so as obviously to constitute separate systems. Then a road might be a State road one year, and without any change except such as should be made in traffic arrangements, be an interstate road the second year, and a State road again the third year; and in any attempt to give comparative views from year to year this likelihood of changes from one class to another was a fact that was necessarily embarrassing, since it was easy to see that it was liable to cause confusion and perhaps lead to serious errors.

The consequent difficulties were increased by the fact that State laws for the regulation of State carriers differed from the act to regulate commerce in important particulars. This, of itself, would be unfortunate, even if it caused no embarrassment in the performance of duties by Federal and State roads. It was obviously desirable that the duties and obligations imposed upon all the carriers should be substantially alike, and that the laws for regulation should, as nearly as possible, be identical. The embarrassment resulting from diversity in State and Federal action was perhaps greatest in respect to the matter of statistics. To make these of value it was essential that they be complete and accurate; and they could not be complete and accurate unless the returns made annually by the carriers were all made in response to the same questions and covered the same grounds. If all the carriers by rail made returns to this Commission, the end desired might be expected to be accomplished; but if some of them claimed exemption by reason of being State roads, the effort to obtain full statistics would fail, unless returns under State laws could be resorted to for supplying de-

under such circumstances one return could not be a mere copy c
other, but would require a special sifting and a new arrangement
counts, and this would involve an expense which the carrier
hardly be expected to incur as matter of courtesy merely. The im
ticability of obtaining complete statistics of the railroads of the
try and of their financial and other operations when their returns
not all made on the same basis was as manifest as it was embarras
To take as an illustration the important fact of current railroad b
ing, which perhaps interests the general public quite as much a
other; it will be readily understood that it must be quite impossil
give the amount of railroad building for a specified year when th
turns of some of the carriers cover the defined year, while others
brace years differently beginning and ending.

The proposed conference had these matters specially in view, bu
these exclusively. The importance of harmony in State and Fe
law and regulation, so that for the whole country the rule of con
in the management of railway transportation should be the same
too great to be overlooked, and the Commission believed that su
conference might be an important step towards the desired end.

On the 31st day of January last, the Secretary by direction o
Commission issued a circular letter inviting participation in a ge
conference of railroad commissioners to be held at the office o
Interstate Commerce Commission, on the 5th of March following.
letter specified as among the subjects which might be properly co
ered—

Railway statistics, with special reference to the formulation of a

. And papers were invited from members of the conference topic deemed of importance.

/itation was sent to the railroad commissioners of the several d Territories having commissions; to the board of tax asses- rkansas, Indiana, and New Jersey; to the secretary of internal Pennsylvania; to the secretaries of State of North Carolina t Virginia, and to the governors of such States and Territories ıot by law given a supervision of railway affairs to commissions public boards or functionaries. The Association of American Accounting Officers was also invited to send representatives, ɜence and assistance being specially desired when the subject l returns and the forms for securing them should be under n. In the invitation to the Association it was stated that it the constant desire of the Commission to obtain the utmost of action in respect to the subject of railway statistics, and 'ail itself, as far as possible, of the intelligence and experience eal railway accountants.

day appointed for the meeting it was found that the invitation very generally accepted. Nearly every State and Territorial ɔommission was represented, as was also the department of in- ɑirs of Pennsylvania; the American Railway Accounting Offi- ts president and other officials. In an address of welcome on the Interstate Commerce Commission, made on calling the to order, the reasons for the conference and the subjects to be ıd were thus stated by the Chairman:

ne great pleasure, on behalf of the Commission of which I am a member, ı you to this place. We are all engaged in kindred work, and not kindred y, but in a large degree in the same work. You have your respective spheres imited in territory and by legislation, and we have ours which is intended ırly as in the nature of things is possible, distinct and separate. But if ɔf which we are all citizens is in a political sense one and indissoluble it is distinctly so in respect to the great interests which are committed for reg- your respective Commissions. What is often spoken of as the railroad the United States is an illustration of unity in diversity such as it would to find elsewhere in the world. Every railroad corporation is in a legal ɔendent of all others, and when its line is wholly within the limits of a ɛe, and it is operated independently, the laws make no provision for any ı local regulation. But there is scarcely a line of road in the country so insignificant that the method in which its operations shall be conducted ɔmething more than local importance, or the character of its regulation of ɔrn to business interests beyond the State limits. It may be a link in a xtending through two or more States; it may be the principal or perhaps ɜans of transportation for the products of a mine or other important indus- ɜupplies many States; but whether of greater or less importance, it has ɔ other roads which are not and can not be wholly limited within any po- ɜion of the country, however extensive it may be. Even the little Catskill railroad, by the issue of coupon tickets to San Francisco, may in a sense be- t of a transcontinental highway, and the citizen from the Pacific coast ɜ for one of the tickets has an interest in the treatment he shall receive in t which is precisely the same that it would be if all the roads of the coun- ɪe in ownership *and in management.*

I mention these things for the purpose of emphasizing the fact which is consta before us in all of our work, that in respect to all the railroad interests of the c try—to the lines that you regulate and to the lines that come more particularly u our own supervision—it is of the highest importance that there should be harm in the legislation of control, so that this system can be controlled as nearly as p ble—as nearly as the local conditions of the country will enable it to be controll harmoniously and as a unit.

There are two matters of particular importance that it seemed to us it woul desirable that we be enabled to confer with you. One is the matter of statis We are giving a great deal of prominence to the railroad statistics of the coun we are endeavoring to make them as complete as possible. In order that they s be made complete it is necessary that we should have your co-operation. I shall pause to enlarge upon this at this time, because when you shall have become org ized and the proper opportunity can be afforded our statistician will appear bef you and will present some points for your consideration connected with this gene subject, and I think you will be satisfied when you shall have heard the paper he w present—if you are not satisfied already—that it is of the utmost importance that should be moving upon the same lines in respect to the railroad statistics of the co try; that our respective methods for collecting the statistics should look to the l results; that the legislation in respect to them should be as nearly as possible iden cal, or at least be harmonious, and that we should make sure when we use the sa terms in gathering statistics—terms, for example, like "through freight," "w freight," and others, many illustrations of which I might give—that we are usi them in the same sense, so that when we gather the statistics and place them bef the public they should represent actual facts, be reliable, and therefore have val

Another matter, which it has seemed to us we ought to have some conference abo is the subject of uniform classification. You have all felt, I have no doubt, the a noyance we feel constantly growing out of the complaints that have their origin the diversity of classification which prevails in different sections of the count Now, those complaints ought to have their foundation removed as nearly as is p sible without injury to business interests. The problem of doing this is a difficu one; so difficult that it is not uncommon that the most experienced railroad men the country when spoken to upon the subject say at once, "A uniform classificati is entirely out of the question; it is absolutely impossible." Now, we do not fe that it is so. Our impression has been that the uniform classification was somethi that in time the country must have; that it was something not to be forced, som thing that could not be brought about at once, but something that if the sever railroad commissions of the country would co operate in could gradually, somewh slowly, but gradually and by steady movement be at length accomplished; and th when it was accomplished, although inevitably some evils must attend the gre change from what now exist to general uniformity, yet after all the general interes of the country would thereby be benefited.

In the circular we sent out calling this meeting we have given special prominen to these two topics, but without any purpose of limiting in any way such action you may see fit to take here. The meeting, when it is organized, will of course in your hands. We desire to meet with you as listeners, as learners. Many of y have been in this work very much longer than we have, and probably there is not o of you but has some experience that will be valuable to us if placed before us. A we desire that you should understand at the outset that while ready and willing co-operate in your conference to any extent that may seem desirable, our attitud the whole will be that of learners rather than of participants.

The conference was organized by appointment of officers, and mained in session for three days. The first subject considered was t *of uniform* railway statistics.

UNIFORM RAILWAY STATISTICS.

Upon that subject the statistician to the Interstate Commerce Commission read a carefully prepared paper, which is given in an appendix to his first annual report to the Commission, and for that reason is not reproduced here. The paper had for its object to show the great importance of uniformity in railway statistics, the difficulty of procuring them, the inaccuracies resulting from the existing methods of making corporate reports, the remedies that may be available for preventing these in the future, and the absolute necessity for harmony in State and Federal action in regard to corporate returns, if trustworthy results were to be looked for.

The general subject was very fully discussed by members of the conference, a diagram was exhibited which showed the diversities in the laws or official regulations of the various States and Territories in respect to the time for making railway returns and a so as to the information called for. It was also shown how far the State and Territorial requirements differed from those made by the Interstate Commerce Commission in the form for a return which it had prescribed. After discussion the following was adopted without dissent:

Resolved, That it is the sense of this convention that a uniform method of collecting and publishing statistics, both as to time and matter, should be adopted.

The conference then proceeded to consider the form for a return then in use by the Interstate Commerce Commission, and went very carefully and critically over it with a view to seeing whether by modification thereof in any particular it could be made more completely to answer the purposes for which it is sent out. In most particulars the form was approved as satisfactory. Some few changes were recommended, and with these made it was generally agreed that the form would not only be suitable for all the purposes of gathering statistics for the use of this Commission, but would be equally adapted to the work of the State commissions, and might well be made use of in substitution for existing State forms. In some States, however, express provisions of law regarding corporate reports would render modifications essential. The chief impediment to the adoption of the form in all of the States was found in the fact that they do not all name the same period for the close of the operating year to be covered by the return that has been fixed upon by the Commission. The Commission has named for that purpose the 30th of June. Ten States name the same day, others name different days. The desirability of uniformity in this regard was manifest, and wherever amendment to State laws was necessary to accomplish it, it was understood that such amendment would be advised.

The modifications in the form which were advised by the conference the members of the Interstate Commerce Commission at once gave assent to, and they were made in the form which was sent out for returns for the current year. There is every reason to expect, there-

fore, that hereafter the work of this and of the State commissions in the collection of statistics will be in general harmony, and that when any impediments that may exist in state laws are removed, the forms made use of for returns will be identical.

The conference also considered the subject of

UNIFORM CLASSIFICATION OF FREIGHTS.

This was acknowledged on all hands to be a subject of great importance, but also of great difficulty. The annoyances which were constantly resulting from the use of different classifications were well understood, but it was also understood that unification must to a considerable extent affect relative rates, and that to force it would necessarily be damaging to business interests in many sections. The result of the discussion was the unanimous adoption of the following conservative resolution:

Resolved, That we believe that still further advance toward uniform classification of freights will promote the welfare and convenience of shippers, and of the railroad companies, and we commend a conservative but persistent effort to that end.

The subject of

RAILWAY LEGISLATION, HOW TO OBTAIN HARMONY IN,

was taken up and discussed, and so far as opinions were expressed it seemed to be the unanimous opinion of those present that there was great desirability in having the State laws brought into conformity with the Federal law wherever that had not already been done. A committee consisting of George G. Crocker, of Massachusetts, O. P. Mason, of Nebraska, Henry R. Shorter, of Alabama, Samuel E. Pingree, of Vermont, and John T. Rich, of Michigan, was appointed upon this subject, with the understanding that it should report at a future conference.

Among the other subjects considered was that of

SAFETY APPLIANCES IN RAILWAY TRANSPORTATION,

and the discussions resulted in the unanimous adoption of the following:

Whereas thousands of railroad employés every year are killed in coupling or uncoupling freight cars used in interstate traffic and in handling the brakes of such cars, and most of these accidents can be avoided by the use of uniform automatic couplers and train brakes; and

Whereas the success and growth of the system of heating cars by steam from the locomotive or other single source largely depends on the adoption in interstate traffic of an uniform steam coupler; and

Whereas these subjects are believed to be of pressing importance, and within the proper scope of the powers of the Congress of the United States, while attempts on the part of the individual States to deal with them have resulted, and must continue to result, in conflicting regulations:

Resolved, That we do respectfully and earnestly urge the Interstate Commerce Commission to consider what can be done to prevent the loss of life and limb in coup-

ng and uncoupling freight cars used in interstate commerce and in handling the brakes of such cars, and in what way the growth of the system of heating passenger cars from the locomotive or other single source can be promoted, to the end that said Commission may make recommendation in the premises to the various railroads within its jurisdiction, and make such suggestions as to legislation on said subjects as may seem to it necessary or expedient.

Whereas it has been represented to this convention that the problem of an automatic electric safety signal has been solved; and

Whereas, if said representation be true, said matter is of great moment to the traveling public:

Resolved, That we invite the attention of the Interstate Commerce Commission to said subject, and if, in its judgment, the inventions in relation to such signals are as represented, said Commission be requested to make such recommendations to the railroads and such suggestions as to legislation on said subject as may seem proper and necessary.

The resolution was adopted by a unanimous vote.

The subject of these resolutions is considered in another part of this report.

FUTURE CONFERENCES.

The interest in the discussions of the conference was continuous throughout, and at the conclusion it was felt that the meeting had been of great value and could not fail to have a strong tendency towards unity and harmony in the legislation and other public action for the regulation of transportation by rail. It was therefore deemed wise to follow up so promising a beginning by making provisions for future meetings, and this was done in the adoption of the following:

Resolved, That it is the opinion of the members of this convention that provision should be made for annual conventions of the railroad commissioners of the several States and the members of the Interstate Commerce Commission, to be held at such place as may be agreed upon, with a view of perfecting uniform legislation and regulation concerning the supervision of railroads.

The chairman of the Interstate Commerce Commission and Messrs. George M. Woodruff, of Connecticut, Frank T. Campbell, of Iowa, and John M. Mitchell, of New Hampshire, were chosen a committee to call the next convention.

ENFORCEMENT OF THE FOURTH SECTION OF THE STATUTE.

The general rule indicated by the fourth section of the act to regulate commerce, usually known as the "long and short haul" clause, at the outstart of its administration engaged the serious consideration of the Commission. Its importance and value to the public, as well as to the transportation interests of the country, were manifest. A few exceptions, such as were evidently contemplated by its provisions, were then recognized and announced by the Commission. The practical experience of considerably more than two years has not demonstrated the necessity of adding to these exceptions. The justice of the principle involved in the general rule has *never admitted* of serious question; the

justice of the principles upon which the exceptions are based is eq apparent.

The temptation of carriers to add to the exceptions arising from petition in business, from the pressure brought to bear upon the particular localities, and by the importunities and devices of large ers, is, of course, one that, in the nature of things, is ever present all the time the steady power of the law has been doing its work, this is seen in the gratifying progress that has been made by the riers in the direction of compliance with the provisions of this se of the statute.

It was not to be expected that compliance with the requiremen this section could be accomplished without a very great chang methods existing previously to and at the time of the enactment o statute, involving changes of rates at various points, loss of earn at some of these points, and increased earnings at others, the exte which, as a matter of estimate in advance, was in each instance p lematical and involved in much uncertainty. The localities in w the greatest difficulty has been found in the application of the ge rule have been in the territory of the transcontinental lines and States south of the Potomac and Ohio Rivers, and States also s of Kansas and Missouri. The causes of this have heretofore reported and discussed in our previous annual reports. Briefly sta in the case of the transcontinental lines, it has been to some ex the actual and apprehended competition of the Canadian lines of water competition, and also to the fact that in the intermed portion of the long haul between the Pacific coast and the M issippi and Missouri Rivers there are large portions of uninhab country, with occasional points widely separated, where the traffic i inconsiderable that it is served at a largely increased cost and exp to the carrier.

In the Southern States it is an extensive coast line, with p reached by a large number of steam ship lines and coasting ves and the penetration of the interior by deep, navigable rivers to an tent that exists nowhere else in the country, and here the populatio more sparse, and the traffic lighter than in the States north of the P mac and Ohio Rivers, and the cost of service at intermediate points respondingly greater. While it is true that there yet remain many stances in which the existing exceptional difficulties can and must further overcome by carriers in each of these localities in the direc of a nearer compliance with the fourth section, yet it is also true since our last annual report very considerable progress has been m by them on this line. The business of localities, no less than of the riers, is growing to the law, and all this strengthens its operation administration. Results for the better are, upon the whole, everyw reached in the transportation rates and methods of carriers.

To those who may suppose that no very good reason can be given

all disparities and inequalities of rates and methods may not be discovered and corrected as fast as they exist by a tribunal appointed by Congress for that purpose, it may not, perhaps, have occurred that the railroad mileage of the United States, if it could be transposed into that shape, would make six parallel lines of railroad around the earth. Over this net-work of public highways, in extent without parallel, in diversity equal to its extent, and constantly increasing, the vast commerce of the United States is, in one way or another, transported. The competition of carriers and localities contend for it with ceaseless energy. Its transportation is environed by different circumstances and conditions at many points in the wide confines of the Republic. That, growing out of this condition of affairs, inequalities and disparities of rates, for which plausible, but not lawful, reasons on the part of the carriers can always be given, must occasionally occur even where the carriers who make them are animated by the best of motives, and that objectionable methods may in like manner be adopted by them occasionally, is one of the inevitable features of such a situation.

The statute which provides for the regulation of these rates and methods prescribes rules of conduct for the transaction of an amount of business that no other statute has ever done; and if it be true, as is the case, that every other statute which prescribes methods and rules of conduct for the transaction of business, to any considerable extent, has been occasionally violated, thereby furnishing employment to the courts of the country for a large portion of their time, it would seem not to be strange that there are here and there many failures to comply with the provisions of the act to regulate commerce, that require laborious and patient investigation to correct them. But the feature of the statute that renders the regulation it contemplates practical is that it prescribes plain, general rules, just and fair in themselves, which are for the most part declaratory of the common law, and creates a tribunal before which the voice of the citizen, or of the community or the carrier, may always be heard to challenge rates and methods that involve unjust discrimination, extortion, or unlawful preference in an informal and comparatively inexpensive way; and goes further by requiring this tribunal, at all times, as a matter of duty, to keep a watchful supervision over these rates and methods; to which is added the power of the courts.

A case of much interest, arising under this section and illustrating its operation, was recently brought to our attention. It involved the question of relative rates on lumber from two far interior points in the Southern States to the city of Boston. The usual excuse for discrimination, that there was far distant water competition of supposed controlling force, was brought forward by the carrier to justify the lower rate on the longer haul. But in addition to this the carrier attempted to justify the lower rate for the longer haul chiefly on the further ground that in the case of the longer haul the *lumber had* already paid a local rate from

the interior point of origin to a common or competitive point as a m
ket before it was afterwards transshipped over the longer haul to B
ton, and insisted that this ought to be taken into consideration as p
of the lower rate from this competitive point to Boston, and the ra
were thus made to equalize them as between these respective localiti
The interior point from which shipments were made and which w
challenging these rates before the Commission, was neither a comm
nor a competitive point, but it was several hundred miles nearer to B
ton than the competitive point from which the lower rate was giv
and was on the same line, and in the same direction over which the lu
ber was in each instance transported by the carrier to Boston.

An investigation showed that it was simply a case of a shipper fr
one interior point shipping his lumber first to one competitive point
large city, and trying the market there, and afterwards, by anoth
shipment, availing himself of the lower rate made by the carrier fr
such competitive point to the city of Boston, while the shipper of lumb
at the interior point on the same line and in the same direction, b
several hundred miles nearer to the city of Boston, was required to p
a higher rate. Accordingly the Commission held that the lower ra
for the longer haul was not justified, and directed that the rate at t
interior point nearest to the city of Boston should be reduced belo
the rate for the longer haul, which was done.

UNIFORM CLASSIFICATION.

It becomes our duty to report the progress that has been made b
interstate carriers in reference to the subject of uniform classificatio
and in doing so it is to be regretted that the results attained have n
been equal during this period to what the indications then existing le
us to expect might be accomplished at the time of the presentation t
Congress of our second annual report. At that time a call had bee
issued by a conference consisting of representatives from each of th
leading traffic associations of the country, dated November 15, 188
In that conference it had been agreed that this call should be made fo
a meeting of officers, agents, and representatives of each of the grea
freight associations of the country in the city of Chicago on the 4th o
December, 1888, for the purpose of determining what progress could b
made toward unifying the several freight classifications then in use
Delegates from each of these associations were appointed to that meet
ing, and there were eight of these traffic associations. The attendanc
was of a character to fairly entitle the conference to be considere
national in its representation. The Pacific, the South, the West, th
Middle, the East, and the New England States had representation.

At this meeting two days were spent in discussing the subject unde
consideration, and finally resolutions were adopted to the effect that i
the opinion of the committee greater uniformity in classification
freight is both desirable and practicable, but that the magnitude an

versity of the interests involved are such that strict uniformity can t be reached by forced or hurried measures without producing condi- ons disastrous to the business interests of the country, while it may closely approximated without danger to these interests by frequent nference and constant effort by the carriers to remove the disparities the several classifications now in use; and that the progress in the st in this direction attests this view. A standing committee, composed two members from each of the traffic associations, was appointed for e purpose of unifying as rapidly as possible the several classifications use. The committee was instructed to first endeavor to combine the isting different classifications in one general classification by the use such number of classes as would prevent conflicting commodity as ell as class rates in the several sections of the country, without sacri- ing the proper interests of the carriers.

The committee organized, met after the adjournment of the general eeting, and agreed upon methods of procedure for the first regular ses- on, to be held in Chicago February 5, 1889, at which time the committee et with a full representation, either in person or by proxy; and this ssion lasted seven days. After three days spent in discussion the mmittee agreed upon rules and regulations necessarily preceding a ssification, and the remaining time was spent in discussing questions classification. The committee, however, divided upon the question representation as between the West and the East, the Western rep- esentatives claiming that they did not have sufficient representation. ter this, and when the committee met in New York, in June, 1889, four delegates from the Texas and Transcontinental Associations d from the TransMissouri Association had withdrawn. But not- thstanding this the committee met in Saratoga in September, 1889, d continued its work, and after a four days' session adjourned to meet New York during the same month, at which place a session of one y was held. Afterwards the committee met in Washington, D. C., vember 19-23, where the work assumed much of a routine character. e list of articles to be placed embraced nearly six thousand items, d in many cases involved protracted discussion. The committee is t far from having completed its work.

The members of the committee are of the rank of general freight agents, the idea that judgment and experience in traffic matters are requi- e to the proper performance of the task assigned. The excuse made the short sessions of the committee, as above outlined, is that the mbers of the committee are general freight agents and are busy n, upon whom large and pressing responsibilities, growing out of their icial positions, constantly rest. The report of the committee, when de, will be merely recommendatory, and will go to the various traffic sociations and carriers for adoption or rejection, as these constituent dies may determine.

As stated in the first and second annual reports of the Commission, difficulties and work connected with establishing a uniform classificat or even approximating a uniform classification are indeed very gre The short sessions, however, devoted to this work at long intervals the committee, the tedious delays, and the failure to reach a result t amounts even to a recommendation to the freight associations and c riers, who, after all, may accept or reject the work of the committe would seem to indicate that much more might have been done by t freight associations and carriers if more time had been taken for this wor and that while recognizing, as they fully do, the importance of an a proach to uniform classification, the freight associations and carrie have not yet taken such effective steps to reach that result within reasonable time as is commensurate with its importance, though th good faith of the committee in their efforts is not intended to be ques tioned by anything said in this report.

While it is true that it does require men of judgment and experi ence, well versed in freight matters and in the business and interests o localities, to perform well the task of preparing such a classification yet it would not seem to follow that the only person possessing such experience and capacity that could be found to represent each of the great freight associations would necessarily be a general freight agent; and if it be considered that the general freight agent's presence i necessary in the work of such committee, then it does not appear t follow that some other suitable arrangement can not be made by the carriers for the place of the general freight agent being properly fille by some other competent person temporarily while the general freigh agent is engaged in the important work of preparing a uniform classifi cation to be submitted to the carriers for their approval or rejection A work of this character and importance, in view of the provisions o the act to regulate commerce and the general interests of the country should be made the subject of more than a few days' meetings at lon intervals from time to time during the course of a year. When such report is made as a recommendation, it will doubtless undergo th most careful scrutiny and revision at the hands of the carriers, and wil be antagonized in many instances by local and special interests; an while this is a reason that it should be well and carefully prepared i the first instance, it is also a controlling reason that it should be frame at as early a period as it can reasonably be done.

Not only will it be true that the carriers will act upon the propose uniform classification as a mere recommendation, but it is also tru that after that classification is adopted, if it succeeds in approximat ing uniformity in the treatment of the bulk of the tonnage inte changed between eastern, western, and southern roads, and should b adopted and made effective upon the lines operating between the A lantic sea-board and the Rocky Mountains, complications to some exten may still arise on account of the different classifications maintaine

al traffic within State limits in some of the States. Confusion
, to some extent, certainly follow if by the use of an interstate
ication at the point of junction with a State classification the two
be combined to make a lower total charge on a shipment from
oint of origin to destination within the State in question. On
ents carried through a State, in which conflicting classifications
govern, to a point beyond such State, the intermediate classi-
n of the State would not interfere; but on shipments within State
some embarrassments from these causes might follow.

do not believe, however, that any serious trouble in this respect
be anticipated, inasmuch as, consistently with the demands for
er uniformity in freight classifications which have proceeded from
arious sections of the country and have by none been supported with
er vigor than by the State boards of railroad commissioners, the
would doubtless find it to their convenience and would cheer-
accommodate their regulations to those which, by reason of their
ach to uniformity, would be likely to claim the stamp of national
val and general utility. If the carriers engaged in interstate com-
agree upon an established and uniform classification of freight,
at is a near approach to such uniformity, with perhaps here and
a few commodity tariffs, it could hardly be said to be a supposable
until the contrary is demonstrated, that exceptional State classifi-
is in a few of these States will be permitted to stand as obstruc-
and disturbing elements to the free flow of the commerce of the
ry and the regulation provided by Congress for this commerce.

garding the character of this work, its importance, the time nec-
y for doing it and putting it into effective operation, and those by
i it could most properly and should be done, a report and discus-
f these now would only involve what has heretofore been said
the most careful consideration of the same matters in our pre-
reports, and to which nothing substantially new could be added.
o consideration of the subject can be intelligent, just, and fair
would leave out of view these features of it. In this connection,
s the entire subject is one of very great interest and importance,
ould again submit as part of this report extracts from what was
y us in regard to it in our first and second annual reports.

would restrict within very narrow limits the commerce in articles whose bulk or weight was large as compared with their value.

On the system of apportioning the charges strictly to the cost, some kinds of commerce which have been very useful to the country, and have tended greatly to bring its different sections into more intimate business and social relations, could never have grown to any considerable magnitude, and in some cases could not have existed at all, for the simple reason that the value at the place of delivery would not equal the purchase price with the transportation added. The traffic would thus be precluded, because the charge for carriage would be greater than it could bear. On the other hand, the rates for the carriage of articles which within small bulk or weight concentrate great value would on that system of making them be absurdly low; low when compared to the value of the articles, and perhaps not less so when the comparison was with the value of the service in transporting them.

It was, therefore, seen not to be unjust to apportion the whole cost of service among all the articles transported, upon a basis that should consider the relative value of the service more than the relative cost of carriage. Such method of apportionment would be best for the country, because it would enlarge commerce and extend communication; it would be best for the railroads, because it would build up a large business, and it would not be unjust to property-owners, who would thus be made to pay in some proportion to benefit received. Such a system of rate-making would in principle approximate taxation; the value of the article carried being the most important element in determining what shall be paid upon it.

Accordingly, and for convenience and certainty in imposing charges, freight is classified; that which comes in one class being charged a higher proportional rate than that which is placed in another. But other considerations besides value must also come in when classification is to be made. Some articles are perishable, some are easily broken, some involve other special risks in carriage, some are bulky, some specially difficult to handle, and so on. All these are considerations which may justly affect rates, and therefore may be taken into account in classification. But still others have been found potent. Every section of the country has its peculiar products which it desires to market as widely as possible, and is not unwilling that classification should be made use of by the railroads which serve it as a means of favoring and thus extending the trade in local productions; favoring them by giving them low classification and thus low rates, and discriminating against those of other sections through a classification which rated them more highly.

It has been in the power of every railroad to have a classification of its own; but the necessities of an interchange of business have brought about agreements, and the railroad associations have been given the authority to make classifications for all their members. Their labors in this direction have been extremely important and useful; they have been steadily reducing the number of different classifications in the country, and steadily approaching a condition of things in which there will be one only. But in these associations, when in session for the making of rates, each railroad official has, to some extent, had the district which was served by his road behind him; he has felt the pressure of the interests there, and contended for them as against the interests in classification represented by others, not only because it was desirable that the road should favor the policy its patrons favored, but also because the same policy was likely to be beneficial to both.

The result necessarily is that a classification made by a railroad association represents a series of compromises, to which not only the railroads are parties, but in a certain sense business interests and sections of country also; these in many cases being admitted by their representatives to the consultations upon a subject so vitally concerning their interests, and allowed to present their views. This contention of interests still continues to go on in the meetings and conferences, but with a steady tendency in the direction of one uniform classification, and there is reason to hope that without much further delay all classifications will be brought into harmony. If any other tribunal were to be given the authority to make classification, it must

it would exercise its power wisely, proceed in much the same way; it must act deerately, give all interests an opportunity to be heard, take into account all the conderations which ought to bear upon it: cost of service, interest of sections, equity between industries and between classes of persons, and so on indefinitely.

Whether, therefore, the steady tendency in the direction of one uniform classificaon would be hastened by conferring the power to make one on a national commision is not entirely certain. The work if taken up anew would be one requiring uch time for its proper performance; it would involve a careful consideration of he interests peculiar to different sections of the country, and a close study of the onditions of railroad service as they bear upon such interests. But these conditions hange from month to month; the classification can not be permanently the same, ut must be subject to modification on the same grounds on which it was originally ade; the appeals for modification would be as numerous as they would be perplexng, because of the diversity of reasons on which they would be grounded. Under he law as it now is the Commission has appellate powers to correct any unjust classiication, and it will keep in view the desirability of general uniformity and do what t properly can to bring about that result.

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And again in our second annual report we referred to this subject as ollows:

In the first annual report of the Commission attention was called to the fact that ates for railroad transportation are to some extent adjusted on principles analogous o those on which taxes are laid: the articles or the interests that can least afford to ear such burdens are given the benefit of low rates which the carriers can not afford o give to all, and higher proportional rates are levied upon the articles and interests hich would feel the burdens less. This method of adjusting rates has been and is very high value to the country; indeed, it may be said to be indispensable.

The business of a railroad company as a carrier of freight is to exchange for the ople the products of different sections and countries, and this exchange, as to many mmodities in a country so large as ours, or indeed in any considerable country, uld be restricted to comparatively small sections if articles which are at once bulky d cheap and articles which in small compass comprise very great value were alike arged rates for transportation which disregarded the value as an element of estiation, or took it into account only so far as reasonable insurance against loss or iry might render prudent. Railroad managers very soon discovered that they could t measure their rates exclusively by the standard of cost of carriage of the several nds of traffic, separately considered; but it was wise for themselves and best for e country that the cost of carriage be considered in the aggregate and that the tes which are to be the compensation for the service performed be then apportioned special consideration of the value of the service to the kinds of traffic severally. ich an apportionment would seldom be burdensome to articles of high value, but it uld relieve cheaper articles from burdens which, if apportioned strictly to the cost the carriers of their transportation, would render carriage for considerable disnces out of the question.

But a practice based upon any such general principle will almost inevitably in its plication be subject to many exceptions. Every railroad serves a certain territory, d every part of the country has to some extent interests to be served which are ecial and peculiar to it, and these it will naturally desire to have specially consided by local, official, and corporate authorities, whether the business in hand be the position of taxes or the adjustment of rates for transportation; and as many other umstances besides cost of transportation and value must always be taken into acnt, such as bulk or weight of articles, convenience of handling, special liability to ury and necessity for speedy delivery, and the field of production or of consumption, that there can never be any fixed or definite rule for the measurement of the charge e made upon any particular *traffic, it is always* possible for the railroad manager

in making rates to yield something to the special interests of his section, and still keep in view the general principles upon which he will professedly act.

As rates are apportioned by means of classification of articles which are expected to be offered for carriage, a pressure from sectional and local interests has been continuously brought to bear upon the authorities making the classifications to have them so made that those interests may be favored which the roads to use the classification will more particularly serve. For the most part the classifications have been made by the carriers themselves; in a few instances they have been made by State commissions, but under influences corresponding to those which have influenced the carriers in the same work. The carriers, it may be assumed, have primarily consulted their own interests, but they have also at the same time consulted the local feeling and the local interests, and have commonly found that their own interests were best subserved in doing so.

The consequence has been that a great number of classifications have been in force in different parts of the country, some of them covering large and some small sections, some made for several but more made for single roads. In very many cases there were two or more classifications in force on a road; one for the traffic in one direction, another for that in the other, a third, perhaps, for the traffic coming from or going to a particular section of the country, and so on. The existence of so many was a great public evil, and it necessarily resulted in constant embarrassment in the interchange of traffic between the roads. The owners of the freights were more annoyed than the carriers themselves, for they were perpetually subject to the liability to be called upon to pay charges for transportation, which were greatly in excess of any which they had anticipated. Unexpected charges were likely to breed controversies and cause delays in transportation and delivery, and, in the minds of those unfamiliar with the subject of classification, there were often suspicions, based on appearances which afforded color for them, that the carriers were guilty of intentional wrong and unjustifiable exactions.

The principal classifications now in force are the Official, the Western, and the Southern Railway and Steam-ship Association classifications. The territory embraced by them severally may be roughly indicated as follows: The first, the territory east of Chicago and north of the Ohio River; the second, the territory west, north, and southwest from Chicago; and the third, the territory south of the Ohio and east of the Mississippi. It must be understood, however, that neither of them is exclusively made use of in the territory indicated. Commodity rates are given to a considerable extent in Pacific coast territory, especially upon through transcontinental business, and individual roads in all sections use classifications of their own when circumstances seem to require it.

Efforts in the direction of uniformity have continuously been made during the last year. The most important of these was through a conference of representatives of roads east and west of Chicago, whose sessions began in September, 1887, and extended to July 20, 1888. This conference it was hoped might result in merging the Official and Western classifications. That result was not accomplished, for reasons stated in a report adopted by the conference, and which is given in Appendix E.

It has seemed to many persons that to unify classifications must be a very simple task. What is classification, it may be asked, but the arrangement of the several articles of commerce under different heads, as pupils in a school may be arranged in classes for recitations, or as a farmer may send his stock for pasturage to different fields? But those most familiar with the subject of classification will be least inclined to look upon the making of a uniform classification as a very simple affair. It is very far from being a simple affair. It is, on the contrary, as difficult a task as under the ordinary operations of government is likely to be devolved on any person or any body of men. In its nature it corresponds closely to the making of the customs tariff for the country, but the necessity for going into particulars may be *greater*, for classification must reach every article of ordinary commerce, and it must

amed on the understanding that for every one some burden is to be provided, gh among them all there may be apportionment of burdens on some principle ad- d to the general good. And when it is understood that the classifications now in have come into existence, to a very large extent, as an outgrowth of local and onal feelings and interests, it will readily be perceived that the difficulty in pre- ing uniformity is very much greater than it would be if the work could be taken ow unembarrassed by what has heretofore been done, and by the adjustment of nese interests to classifications now in force. In fact, the difficulties are now so t that many intelligent persons in railroad service do not believe satisfactory ication is now possible. This is not, however, a universal belief; many practical oad men hold a different view, and are now working to that end.

he Commission believes that all action taken on the subject should lead towards formity, but that to force it at once would be undesirable. In all consideration he subject it must be borne in mind that the carriers are not the parties whom fication would most affect. Some carriers might gain and some, perhaps, at first thereby, but the most of them would be able so to adjust their rates that the es would be inconsiderable, and would also be temporary. But the business in- ests of the country would have no similar power of self-protection. Unifying the sification means necessarily the placing of the same article in the same class for purposes of rating in all sections of the country, with the effect as to some of them owering the rates greatly in some sections, while advancing them, in perhaps the proportion, in others, so that, in the same business, while one dealer might be atly benefited, another might be ruined. And what would affect injuriously a gle dealer would in like manner affect all in the same line of business in the same tion of country, and to some degree the country at large as well.

he carriers could not possibly protect against such a consequence; for while the s would not necessarily be the same in different sections, the rates which any l imposed on one class would be identical, so that the power to adjust transporta- charges with a view to local or sectional interests which now exist and is sup- d to be of value would be taken away. And the relative change which would ffected in making uniform classification operative as to any particular business ld be far more injurious, because of its affecting individuals and sections differ- y, than would any absolute increase in rates which affected alike and to the same nt all the traffic subjected to it.

he very first step to be taken by any one who should attempt uniform classifica- would be to make a study of the reasons from which the existing classifications e sprung. This study would need to be made in the territory which the classifi- on covers. All existing classifications have resulted from many compromises. ific coast and Texas interests have compromised with those of the interior in the nt extension of the Western classification, and they would probably be forced to promise further if the Official and the Western classifications were merged. But ne intrusted with the task of merging them would be excusable for making the mpt without better information to act upon than could be obtainable from a few ssses summoned to Washington to give it.

ven in the territory whose interests may be supposed to be homogeneous, the mmission has encountered serious and earnest antagonism when classification was uestion. One of the chief impediments to the merging of the Official and the tern classifications has had regard to car-load classes. The carriers east of Chi- and their patrons desire that there shall be very few; the carriers west of Chi- and their patrons very generally think it for their interest that there shall be a iderably greater number. The feeling on the subject was very well illustrated session held by the Commission in one of the Western States last year. Eastern hants were moving to have car-load classification materially restricted. Sev- State commissions by concerted arrangement came to the meeting to express strong and very earnest opposition. *It* was their belief that the measure pro-

posed, if it should be adopted, would be greatly injurious to the interests of the States they represented.

Without any previous knowledge on the subject an opposition of the sort could hardly have been anticipated, but such facts can not fail to impress the mind that to the proper performance of the task of unification it is indispensable that a somewhat extensive knowledge be first acquired not only of local interests, but also of the relation of those interests to interests of similar nature elsewhere. Nobody can acquire this knowledge from the public press, or from the reports of a few persons, however intelligent, who may be summoned to give information. He will need to feel the pulse, so to speak, of the several sections of the country; to make himself acquainted with their various interests, so that he may be able to judge how far any changes will affect them severally. In studying the effect he will be very sure to find that even locally the interests of the farmer, the manufacturer, the jobber, and the retail dealer are not identical, and that what would benefit one might harm the other.

The final adjustment of a uniform classification must necessarily be the arrangement of a great number of compromises. It may happen, therefore, that those who are now most earnest in desiring one will be most opposed to any that can be agreed upon. The Commission has received letters on the subject from intelligent business men, but who, having never investigated it, are evidently in error as to what can be expected as a result of what they ask for. Some of the writers appear to think that unification will be little more than extending the classification of their section, with which they are familiar, to the whole country, and will be surprised to learn that it can not be made without adopting features from other classifications which their sections have always objected to. But others desire uniform classification because they expect by means of it to get rid of the principle of considering the value of the service in making rates, and to have the cost of the service to the carrier made the measure of charge, or to have some other practice done away with that does not in its application work to their advantage. A manufacturer of doors and blinds, perhaps, looks to have his product classified with undressed lumber, and the manufacturer of patent medicines, who knows that his boxes can be carried as cheaply as the boxes containing merchandise selling for one-tenth or one-twentieth the sum expects them to be so classified that they will be rated accordingly. But to any one familiar with the subject the impossibility of meeting such views will be obvious; it would not be for the general public interest that they should be met. This statement sufficiently suggests not the probability merely but the certainty that uniform classification will result in many disappointments.

The reasons above given are reasons for approaching uniform classification with some caution. There are other reasons for urging the carriers in the direction of unification, and not taking it out of their hands so long as they seem to be moving in that direction in good faith and with reasonable diligence. They have knowledge of the local interests which are represented in existing classifications, and their practical experience gives them special fitness for the task. Moreover, this course will have the further advantage that if complaints are made of the classifications the Commission will come to their consideration with minds unembarrassed and uncommitted by previous action of their own.

But it should be further understood that a uniform classification once made can not immediately be put into effect. Considerable time to prepare for it is absolutely essential.

First, it should be stated that the putting it into effect involves the sweeping out of existence of every rate sheet in the country and the making of new rate sheets by every railr ad company. This requires an enormous expenditure in printing, which of course must in some manner be made up from the rates imposed. But the cost of preparing the rate sheets would be vastly greater than this. To determine what the rates ought to be on the several classes would be a labor of infinite difficulty.

Suppose a railroad manager, with the new classification put into his hands, were

to address himself to the task of determining what rates he ought now to charge in order that his company may collect the same revenue it has been accustomed to receive. First, he will perceive that the class rates should not be the same as formerly; the number of classes is probably different, but whether different or not, the position of articles in the classes is so different that the imposition of the same rates as formerly may either increase the revenue very greatly or may largely diminish it. In order to determine how this is likely to be it would be necessary to make careful study of the classification in the light of the past and probable future traffic of the road; not the traffic in bulk, but the traffic in each particular article, bringing together for further study the aggregate of articles now ranged in one class, and so going through with the classes successively. And when it is remembered that at the conclusion of his task very many of the patrons of the road will find their rates increased—on some perhaps largely increased—and that very many complaints are to be expected under any circumstances, the importance of avoiding the giving of just grounds for complaint will be so obvious and so great as to demand special care in that direction. All these are reasons rendering it almost imperative that considerable time be allowed for the making of this adjustment of rates after the classification shall have been completed.

But, second, the allowance of time for the adjustment is even less important to the rate maker than to the patrons of the road. If the rate maker errs in making the rates under such circumstances, the error is likely to be one which favors his road at the expense of its patrons; and when that is the case, though it may be corrected after some delay, business interests, which under any circumstances would suffer somewhat in the change, must then, for a time, be exposed to injury that with greater care and more deliberation might have been avoided. But any sudden change in railroad rates means a like change in values. A prospective change, publicly notified, the business man may prepare for with perhaps little or no injury to his business, but those whom a sudden change affects have no means of warding off injurious consequences.

The Commission sums up its conclusions on this subject by saying:

(1) Uniformity in classification, as fast and as far as it can be accomplished without serious mischiefs, is desirable.

(2) There is gratifying progress in the direction of unification, and it has been very marked within the last year.

(3) So long as the carriers appear to be laboring towards unification with reasonable diligence and in good faith, it is better that they should be encouraged and stimulated to continue their efforts than that the work should be taken out of their hands.

(4) In view of the mischiefs that would flow from sudden changes, ample time should be given for the purpose. Uniform classification can only be wisely and safely made by careful study and deliberate action, and the adjustment of rates to it needs corresponding caution and deliberation.

The views expressed by the Commission as to the importance of uniform classification, the difficulties connected with it, and the time and labor necessary to reach it and to put it into effect with safety, have undergone no change or modification as expressed in our previous reports. Since our second annual report, however, considerable progress has been made practically on the line of uniform classification by the absorption of special and exceptional classifications into those of the three chief classifications of the country, namely, the Official, the Western, and the Southern Railway and Steamship Association, as will appear by Appendix 7, made part of this report.

COMPETITION BY CANADIAN CARRIERS.

The competition of Canadian common carriers is a factor of influe and increasing force in the transportation interests of the United Stat and is not casual or temporary, but permanent. It was deliberat planned in the past, and has been advanced to its present state w persevering energy. Its agencies are natural and artificial water-wa and great railroad systems constructed at large expense and materia aided by Government subsidies. Our Government policy authorizi American goods to be transported in bond over Canadian lines and re-enter our country free of duty, thus putting the transportation up an equality with that over our own lines, has assisted these agencies business. Valuable assistance has also been afforded by our own ci zens by direct investments in the construction of Canadian railroa and in building connections within our own territory with those roa and leasing or otherwise surrendering control of these connections Canadian companies. Concessions of rights of way over our soil ha also been made.

The existence and character of Canadian competition are therefo largely due to friendly co-operation on the part of our own countr inspired as it would seem by a policy of business independent of nation boundary lines, and regardless of rivalry by the subjects of a forei jurisdiction. What is called Canadian competition, therefore, is t common use by our own citizens of Canadian carriers for business th might be done by our own carriers, and induced solely by commerci considerations.

The Dominion of Canada stretches from ocean to ocean like our ov domain, and its great lines, located safely within its own border, ha auxiliary lines and feeders at numerous points along the whole distan of nearly 4,000 miles, over which our products, moving from one part our country to another, are transported in uninterrupted and increasi volume. Our whole northern border is penetrated by these conne tions. They exist in Maine and Vermont, and reach the whole New England; they come into New York at several points; they tra erse Michigan in many directions, reaching Wisconsin, and go throu Indiana and Illinois; they are very effective in Minnesota, both on i eastern side and its northern frontier, and in the new State of North D kota. On the Pacific side, they reach by water the States of Washin ton, Oregon, and California.

The main line of the Grand Trunk Railway, for American busines extends from Chicago, Ill., to Portland, Me. The Canadian Pacific roa with its connections, both in Canada and the United States, stretch across the continent from Halifax to Vancouver. It has, or soon w have, a direct line from Portland, Me., through New Hampshire a Vermont, to the Pacific coast, by connection with its main line at Ne port and with other connections at intermediate points. It also has

direct line to Minnesota south of Lake Superior over its connection with the Minneapolis, St. Paul and Sault Ste. Marie, usually called the "Soo Line," by which St. Paul, Minneapolis, and the country tributary to those cities are reached, and over the Duluth, South Shore and Atlantic Railway to Duluth, reaching the traffic of that city and its tributary region. The connection from Winnipeg to the Minnesota line, and then over the St. Paul, Minneapolis and Manitoba Railroad, gives it a through line for all east and west bound business between the Northwest and the Pacific coast; and freight and passengers between San Francisco, Portland, Port Townsend, Seattle, Tacoma, and points in the Northwest and interior of the United States, and all points in the eastern portions of the United States, are transported over these lines.

The Canadian Pacific Railway, by the recent extension of its line across and nearly through the center of the State of Maine to its terminus at Mattawamkeag, and thence by trackage rights from the Maine Central to Vanceboro, on the New Brunswick boundary, where it connects with the railway system of the maritime provinces of Canada, has a direct route to St. John and Halifax.

These are the general physical conditions of the competition in question. A detailed and more precise statement of the connections of Canadian carriers with the United States and the methods by which the transportation is carried on, together with the present American and Canadian competitive rates over these connections in force, is set forth in Appendix 8.

The reports of the Canadian Pacific Railway Company on file in this office do not show separately from its aggregate business the earnings and tonnage of its business with the United States. Its report for the year ending June 30, 1888—the last filed—shows a mileage of 4,661 miles besides the Southeastern Railway, its connection from Montreal to Newport, Vt., which has a mileage of 109 miles; a total capital of $110,392,563; gross earnings, $12,711,010; total freight tonnage, 2,321,957.

The connections controlled by the Grand Trunk Railway Company within the United States, as appears by the reports for the year ending June 30, 1889, embrace a mileage of 977.23; capital stock, $42,371,807; gross earnings, $6,193,781; and total freight tonnage, 3,773,831.

These statistics, however, are general, and do not show the kinds of traffic carried, nor its place of origin or destination. The freight from the Northwest, consisting of grain and grain products, beef and live stock, annually taken into the State of Maine alone for consumption and mainly brought over Canadian roads, exceeds 200,000 tons, and the exports through Portland of American products, carried by these roads, are considerable. The reported tonnage of the Atlantic and St. Lawrence Railroad, the Portland branch of the Grand Trunk, was 957,735 tons. What quantities were taken *over Canadian* lines and their connections

to Boston and other New England points, and to New York and Philadelphia, there are no statistics at hand to show, but the Boston traffic is probably 50 per cent. or more of the transportation for that city.

It is estimated that fully one-third of the through business of the Canadian Pacific to and from the Pacific coast consists of traffic furnished from the United States. The west-bound business going over the Canadian lines originates at various places in the New England and Middle States, and at the Northwest. These lines therefore compete for traffic moving in both directions across the continent, or across sections of it. The competition is consequently with all our east and west bound lines, both the transcontinental and trunk lines, and in nearly all the varieties of traffic.

The explanation for the diversion of such a considerable amount of traffic from our lines to the Canadian carriers is found in the rates charged. Our own lines, it may be assumed, make their competitive rates as low as they can afford to do the business at any fair profit, and, not having unrestricted liberty to charge less for a longer than for a shorter distance over the same line and in the same direction, to make good, if necessary, any loss on long-haul traffic by higher charges on local traffic, their rates must be adjusted to make some profit on all traffic, and be graduated to comply with the law.

On the Canadian roads, although the distances are almost invariably longer, and in many instances very much longer, the rates on all United States traffic are materially lower. By traffic arrangements between American companies and the Canadian companies differentials are allowed to the latter, which furnish an inducement to shippers to patronize those lines for freight for which the quickest transit is not urgent. These differentials are conceded to avoid rate wars, and they involve a diversion of whatever business the reduced rates may invite.

The concession to the Canadian Pacific on business between San Francisco and St. Paul, Minneapolis, and common points, ranges from 15 cents per hundred pounds on first-class traffic to 5 cents on the lowest-commodity class. Between San Francisco and more eastern points the concessions are progressively greater at Chicago, Cincinnati, Pittsburgh, New York, and the points common to them, reaching at New York, Boston, and Philadelphia, and their common points, 28 cents on first class, 14 cents on fifth class, and 5 cents on the lowest-commodity class. A differential of 28 cents per hundred pounds is $5.60 a ton, or $67.20 a car-load of 12 tons. Under adjustments at present in force the United States roads from New York, via Chicago, to St. Paul, Minneapolis, and common points allow differentials via the Canadian Pacific, on different classes of merchandise of 10, 8, 6, 4, and 3 cents per hundred pounds. It is to be remarked that the differentials are not permanent, but change from time to time, and that the Canadian connections with lines in the United States and the transportation arrangements also frequently change, and are constantly becoming more numerous.

A natural inquiry arising on these facts is how the Canadian roads can afford to carry at so much lower rates than American lines, and why the rates for both are not uniform. There are various answers to this inquiry. In the first place, they must in general carry at lower rates in order to participate in the carriage of American traffic. The differentials consented to by traffic arrangements to preserve amicable relations and to maintain steadiness of rates have been mentioned. The lower rates are therefore, first of all, a necessity of the situation.

Again, the American roads are many in number, keenly competing among themselves, and dividing the business which, particularly west of Chicago, might be reasonably remunerative for one-half or one-third the number; and therefore, in order to maintain their existence, are compelled to charge rates that might be lower and yield a profit to the carrier if the volume of business were greater, or equal to the capacity of the road. The American roads are also under many different, independent, and sometimes hostile managements, increasing the expense of general control, creating a necessity, or at least occasion, for numerous auxiliary associations with governing or regulating powers, maintained at heavy cost, and requiring, for continuous carriages over long distances traffic arrangements between several different carriers for interchanges, divisions of earnings, joint tariffs, payments for use of cars, and other things. The exceptionally heavy grades of the transcontinental lines to overcome mountain summits, large expense for fuel, for maintenance of snow-sheds and snow service, and other incidental matters, add greatly to the cost of operation.

On the other hand, very different conditions exist with respect to Canadian carriers. On the Canadian Pacific, the only through transcontinental line, the grades are much easier, and, it is claimed, less interruptions occur from snow blockades and similar causes. There are practically only two great systems in Canada, the Grand Trunk system and the Canadian Pacific. There is, therefore, unity of control and management, and no occasion for auxiliary associations nor for divisions of earnings, except with adjuncts in the United States. Besides, they are heavily subsidized by direct government grants and favored by liberal allowances for transportation. They are practically under no restrictions imposed by their own statutes in respect to long and short-haul traffic, but are at liberty to charge high rates on local business to indemnify for losses on through or international business. Their managers deny with more or less emphasis that their local traffic is subjected to higher rates, but when the liberty to make such charges and the necessity for it co-exist, the inducement at least is strong. The provisions of the Canadian statute on this subject are as follows:

SEC. 226. The company, in fixing or regulating the tolls to be demanded and taken for the transportation of goods, shall, *except in respect to through traffic to or from the United States*, adopt and conform to any uniform classification of freight which the governor in council on the report of the minister, from time to time, prescribes.

SEC. 232. No company, in fixing any toll or rate, shall, under like conditions circumstances, make any unjust or partial discrimination between different lo ties; but no discrimination between localities, *which by reason of competition by* or railway, *it is necessary to make to secure traffic*, shall be deemed to be unju partial.

These enactments give all traffic carried in competition with our riers unlimited freedom.

Some or all of these conditions may furnish an explanation. I word, their lower rates are necessary to get the business at all, and, a seen, the conditions under which they are made are favorable.

There is no doubt that considerable portions of our country are b fited by the transportation over Canadian lines, by reason of the chea service, especially northern and central New England and large porti of the Northwest, as far south as Chicago and including Michigan, in fact, generally along the whole border, and even beyond it. M of our citizens feel a deep interest in the subject, and would cons themselves aggrieved by any measures resulting in an advance of r over those roads. High cost of staple articles of consumption form part of the necessaries of life is to be deprecated, and is an argumen great force against higher rates. It is possible, however, that t apprehensions are mistaken, and that a greater volume of business our own lines would so cheapen rates as to result in no advance in to ultimate consumers. At least that has been the uniform lesso experience in railroad transportation.

What, if any, method of regulation shall be applied to the competi by Canadian common carriers in our traffic is a question for the wis of Congress to determine. There are considerations on both sid this question. On one side, it is generally urged, is the fair protec against foreign rivalry of our own carriers, with the immense sum vested in their construction, the multitudes of our people engage their operation, and their inestimable importance to the country, mercially and as agencies for its development and settlement, and all governmental purposes.

And on the other side are urged the interests of such portions of citizens as are not so well or so cheaply served by our own carri and who claim the right to make use of any agencies that will best serve their own interests and give them an equality of advantages others.

Besides, it is said, and perhaps with force, that the competitio Canadian carriers exerts an influence not unlike that of the Erie C in preventing unreasonably high rates by our own carriers, and that competition is therefore in the public interest. It is also claimed investments made by our citizens, either directly in Canadian road in the construction of their connections in the United States, are titled to consideration.

Another important fact is the reciprocal privilege of conveyance some of our carriers, of goods and passengers by land through port

of Canada, or through Canadian canals, under the following provision of Canadian law:

The governor in council may, from time to time, and as occasion requires, make such regulations as to him seem meet, with respect to goods conveyed directly through the Canadian canals or otherwise by land or inland navigation, from one part of the frontier line between Canada and the United States to another, without any intention of unlading such goods in Canada, and with respect to travelers in like manner. * * * (Revised Statutes of Canada, 1886, Vol. I, sec. 246.)

The bonding of merchandise in transit through Canada was authorized by act of Congress of July 28, 1866, and embodied in section 3006 of the Revised Statutes of the United States, which is as follows:

Imported merchandise in bond, or duty paid, and products or manufactures of the United States, may, with the consent of the proper authorities of the British Provinces or Republic of Mexico, be transported from one port in the United States to another port therein, over the territory of such provinces or republic, by such routes, and under such rules, regulations, and conditions as the Secretary of the Treasury may prescribe; and the merchandise so transported shall, upon arrival in the United States from such provinces or republic, be treated in regard to the liability to or exemption from duty or tax as if the transportation had taken place entirely within the limits of the United States.

The term "port" is defined by section 2767 of the Revised Statutes as follows:

The word "port," as used in this title, may include any place from which merchandise can be shipped for importation, or at which merchandise can be imported.

The regulations of the Treasury Department in relation to this provision are as follows:

Article 836. Merchandise of domestic origin, duty paid or free of duty, may be transported from one port to another of the United States, over the territory of the Dominion of Canada, with the consent of the proper authorities, by routes duly designated and bonded for such purpose. Cars, compartments of cars, or safes must be specially appropriated for such transportation, placed under customs seal by an officer of the customs at the port of departure in the United States, and remain thus sealed until they shall have passed through such foreign territory and again arrived in the United States. (S. 3041.)

It is understood that, under the regulations of the Treasury Department, a license is issued by the Secretary to Canadian carriers under the privilege provided for by law to transport goods in bond through Canadian territory.

The sixth section of the act to regulate commerce contains this provision:

And any freight shipped from the United States through a foreign country into the United States, the through rate on which shall not have been made public as required by this act, shall, before it is admitted into the United States from said foreign country, be subject to customs duties as if said freight were of foreign production; and any law in conflict with this section is hereby repealed.

This only relates to the making public of the through rates, and leaves open for controversy the question of the amount of the through rate and its relations to the contemporaneous rates of our carriers.

In view of the fact that this whole subject has undergone thorou investigation by an honorable committee of one of the Houses of Co gress, this Commission offers no recommendation, and only sets for some of the leading facts and circumstances brought to its attention the performance of its duties.

PROPERTY TRANSPORTED BY CARRIERS SUBJECT TO THE AC TO REGULATE COMMERCE TO PORTS OF TRANSSHIPMENT FO PURPOSES OF EXPORT.

Among the subjects of regulation provided for by the act to regula commerce is property transported to sea-ports for the purposes of e port. The first instance arising in the exercise of this jurisdiction the part of the Commission occurred in the month of April, 1887, a was upon an application made by three railroad companies havi terminal lines at the city of Boston to be allowed to continue a meth theretofore practiced and then existing of making their rates from in rior western points on grain and provisions to Boston for export throu that port the same as the rates from such western points to New Yo although the distance was somewhat greater, and the rates upon t same articles to Boston for local consumption were higher. A pers interested in the local grain and provision trade of Boston, though n a party to the proceeding, was heard in favor of the contention th any concessions made in favor of the export trade of Boston ought, fairness, to be extended to all other persons to whom grain and p visions might be consigned to that city from interior western marke

In that proceeding the Commission held that, as explained by the p tions and the evidence adduced in their support, the rebate or differe made in favor of the export traffic had for its purpose the corr tion of an inequality that would otherwise exist, and which inequali by making the cost of foreign shipments by way of Boston greater th by way of New York, would practically exclude shippers from the vantages of the Boston route, though the distance from the inte points to the foreign market would, practically, be no greater by th route than by the other; and if such purpose was only to do indirec what might directly be done by a bill of lading issued at the inte point of shipment for delivery of goods at the foreign destination, a no discrimination was made between persons engaged in foreign tra but the rebate or difference was made impartially and only as ame of protecting the Boston route for the export trade against an exces charge that would be ruinous to it, then it was obvious that there was occasion for calling upon the Commission to give sanction to a pract that would be legal without it; that any legal ground for affirmat action on the part of the Commission was precluded in a proceeding this character when those who brought the practice to its attention so with explanations of its propriety and insisting upon its lawfuln

It was further held by the Commission in that proceeding tha what was paid under the name of a rebate was a rebate in fact, an

lerstood by the second section of the interstate commerce law, and if the effect of allowing it was to impose upon some classes of persons a greater charge for the service rendered than was imposed upon others for a like and contemporaneous service under similar circumstances and conditions, and so effected what is described in the law as an unjust discrimination, it would be neither legal in itself nor could it be made legal by any order, assent, or permission given by the Commission. And the Commission further held that if the exactions from Boston on local traffic were excessive, that fact could only be adjudicated when some one questions them in a proceeding instituted for the purpose of a regular investigation. Leave was given to the petitioners to withdraw their petitions, and they did so. No complaint to the Commission has ever been made against this method of dealing with the export rates at Boston on the part of those interested or engaged in local trade there, and it has continued to exist to this time.

On the 8th day of March, 1888, the Commission issued a general order on this subject as follows:

Every tariff of rates and charges which a common carrier subject to the provision, of the act to regulate commerce, by itself or jointly with one or more other carriers whether such carriers are or are not subject to such act, shall establish for the transportation of grain, flour, meal, meats, provisions, lard, tallow, canned goods, cotton, tobacco, live stock, or other articles of customary export, from any point within the United States to a seaport thereof, or to any point in or on the boundary of an adjacent country, or to any foreign port or place, is required to be filed with the Commission and shall be made public.

In all cases where a tariff is established for such merchandise billed or intended for export by sea, and ocean rates are not specified, either because of their fluctuation or for any other reason, so that only the charge for inland transportation is definitely fixed, the tariff as filed and made public shall show the rate charged by the inland carrier or carriers to the point of export, including all terminal charges or expenses, and shall also show in what manner the through rate to the point of ultimate destination is to be determined, whether by the addition of the ocean rate from time to time prevailing, or how otherwise. When the rate is a gross sum for the transportation of freight from a point within the United States to a port or place in a foreign country, the tariff as filed and made public shall in every case show what part of the whole is allowed to the carrier or carriers for inland transportation to the point of export by sea, including all terminal expenses or charges; and if such part is subject to be increased or diminished, contingently or otherwise, or if in any other case the charge for inland transportation is subject to any change or modification in case the property carried is exported, the fact, and the manner in which the increase, diminution or change is to be determined, and the extent thereof, shall be stated.

Every such tariff of rates and charges shall be published by plainly printing the same in large type of at least the size of ordinary pica, and copies thereof shall be kept for the use of the public in such places and in such form that they can be conveniently inspected, at every depot or station of any carrier making or issuing the same at which any traffic to which it relates is received or delivered.

This order shall become operative on March 20, 1888.

Shortly after this a complaint was made to the Commission averring, in substance, among other things, that the trunk lines, so called, under resolutions of their association, had been and were making export rates of which the inland *proportion accepted* by them was, at the port

of New York, often 10 cents or more per hundred pounds less on like traffic than the published tariff rates charged at the same time to the same port from the interior points consigned to New York as its final destination, and charging that this was an unjust discrimination against the trade and business of New York. In this and other respects this contention involved the rules that ought to govern in making export rates through the port of New York. After a full investigation of the evidence and questions involved, the Commission decided that the difference made by the carriers between the proportion of the through rate from the interior points to New York on export traffic destined to foreign countries, and the rate charged contemporaneously on the like kind of traffic from the same interior points destined to New York, was not justified by any circumstances tending to show that it was just and proper, and further decided that it was an unjust and unlawful discrimination against the transportation terminating at that port.

The Commission further held that, under the amendments of March 2, 1889, to the statute requiring ten days' previous notice of advances and three days' previous notice of reductions in rates, they can not be varied from day to day, or oftener, to meet fluctuations in ocean rates. It was further decided by the Commission in that proceeding that the only practicable mode yet devised for making through export rates on shipments from the interior through that port, as has appeared by past experience, is to add to the established inland rates from the interior to the sea-board, the current ocean rates, and that the published tariffs of the carrier should show the rate charged by the inland carrier or carriers to New York on freight billed or intended to be billed for export, including all terminal charges and expenses, and should also show in what manner the through rate to the point of ultimate destination is to be determined, whether by the addition of the ocean rate, from time to time prevailing, or how otherwise.

On the 8th of March, 1889, the Commission summoned each of the railway carriers composing what is known as the Trunk Line Association, to appear before the Commission on the 16th of that month, for the purpose of showing what their export rates were, and how these export rates were made by each of them, and also to give these carriers an opportunity to be heard concerning the manner of making and publishing said rates in order to comply with the provisions of the act to regulate commerce, as amended March 2, 1889. At the time appointed these carriers appeared before the Commission, and after an elaborate investigation it appeared that all of them, except a few, found no difficulty in publishing their joint tariffs as required by the amended statute.

Subsequently, on the 23d of March, 1889, the Commission made a general order in reference to the publication, under the amendment of March 2, 1889, of the act to regulate commerce, of advances and reductions in joint rates, fares, and charges, in which, among other things, it was stated that the Commission understands that tariffs now on file in

its office, established by carriers accepting merchandise billed or intended for export by sea, are made in compliance with its order of the date of March 8, 1888, and whether they be individual or joint tariffs the requirement of notice of any change therein is the same as in the case of other tariffs, and that imported traffic transported to any place in the United States from a port of entry or place of reception, whether in this country or in an adjacent foreign country, is required to be taken on the inland tariff governing other freight.

After the publication of this last order a large number of interstate carriers in the States south of the Potomac and Ohio Rivers requested an opportunity to be heard before the Commission in regard to the application of this general order to their export traffic. Accordingly notice was given to them to appear, and they appeared before the Commission in a general conference in regard to this matter.

In this conference it appeared that the principal article of export to the various Southern ports reached by these carriers is cotton, though there were exports of tobacco and some other commodities, and that the circumstances and conditions that had most influence in affecting rates and producing frequent fluctuations that interfered with the stability of the inland tariffs was the vessel service at the Southern ports. It was claimed by these carriers that the vessel service at the trunk line ports being more ample, no material difficulty was found in the transportation of exports to the sea-board at the established tariffs, but that the vessel service at the Southern ports being more limited, it had been necessary to apply various methods to secure ocean carriage for export business. On account of the scarcity of sea-going vessels at these Southern ports, it was claimed that this gave rise to irregularity in rates, from the fact that in the absence of competition vessels were largely able to exact terms to suit themselves, and the fluctuations in ocean rates affected the stability of the railroad proportions of the through rates; and ocean service in such cases, it was claimed, must in general be procured by charter at a round sum by contract for their tonnage capacity with guaranty of a cargo, or by some form of subsidy.

The real difficulties in the way of maintaining fixed inland rates on export traffic under such conditions, it was claimed, were very great if not insuperable, and that the inland rates became subject to the varying conditions of the ocean carriage. When a ship is procured at such a port by charter or any of the other methods named, it becomes necessary to furnish a cargo as speedily as possible in order to save charges for demurrage, and the consignment of this freight is hastened to the port to fill the vessel quickly, and even taken at a reduced through rate, in some instances shrinking considerably the inland proportion, and the same vessel frequently carries the same kind of goods at many different rates.

In consequence of these conditions, a method came into use, and has prevailed over a large number of the Southern States, of an export rate

The ports at which the conditions described were claimed to ex
all Atlantic and Gulf ports from the Chesapeake Bay to those in
and the property upon which the rates are affected by these con
is chiefly cotton, although they apply to some extent to tobacco.
ton formerly had its chief outlets for export through New Orlea
Mobile; it also went to a considerable extent through Savanna
Charleston. The enlargement of the territory in which cotton
duced and the greatly-increased rail facilities over which it is
ported at low rates have materially changed former condition
cities and towns in the interior, like Memphis and others, have l
points of shipment on through bills to foreign countries, and a
proportion of the product is shipped in that manner.

There was evidence tending to show the existence of the claim
insisted upon by these carriers, while on the other hand some
roads in Arkansas and Texas found no difficulty in maintaining
for ten days, and that the law requiring notice of ten days for ad
and three days for reductions could be complied with without
ment to their business. But the investigation was not complet
causes hereinafter stated.

On this account, and in view of the fact that the Commission h
ognized that there might be substantially different conditions a
cumstances affecting export traffic in different parts of the coun
was indicated by the decision of the Commission in the case
port of Boston above mentioned, the Commission has not yet
any decision in regard to the Southern export traffic, but has
until there could be further investigation and consideration o
subject. The local consignments of cotton to these Southern port

ay the substance of the evidence thus taken before Congress in this nnual report.

Questions arising in regard to export rates are and must continue to be of very great importance, and often extremely embarrassing until this subject is finally determined and settled at ports upon the different coast lines of the country. Thus far no question of this kind has come before us as to export traffic going through the ports on the Pacific slope, in which there is indeed a large and growing commerce.

If the statute should expressly provide that the published tariff rate from interior points to sea-ports must be the same whether the property transported is for local delivery at such sea-port or for the purposes of export from such sea-port, leaving the rates from such port to the foreign destination to be such as the unrestrained competition of vessels might settle, then there would be no more difficulty in regulating inland transportation of property to a sea-port for the purposes of export than there would be in the case of domestic traffic. The difficulty in its regulation under the statute at present arises in cases where a through rate is charged from the interior point of shipment through the port of transshipment to the foreign market, made sometimes as a gross through rate, but most usually as a through rate in which the inland rate is added to the prevailing ocean rate.

In either event, as the ocean rates daily and often hourly fluctuate in the competitive strife of vessels, and are subject to no regulation whatever, the inland or rail proportion of the through rate has no fixed stability, but fluctuates with the ocean rates, and by manipulation of the vessel rates a margin may be created for preferential rates and secret arrangements for the benefit of individuals or of traffic by which the law can easily be violated without detection. At the port of New York the Commission met this, as far as possible, by requiring that inland rates of rail carriers to that port should be the same on traffic for export as on that intended for local consignment there; and at New York, as well as other ports, the Commission met this, as far as possible, by requiring the published tariffs of the rail carriers to show the proportion of the through rate from the interior points of shipment to the port of transshipment. But as remedies these are not sufficient to adequately check the evils we have enumerated. Whatever the rule of the statute is to be upon a subject like this should be indicated in plain and unmistakable terms. Whether that rule as above made at the port of New York shall be the same for all the ports of the country, namely, that the proportion of the inland rate on export traffic shall not be less than the inland tariff rate to the port of transshipment on traffic not for export, or whether the law shall be held flexible as to the modes of business of carriers at some of these ports under the conditions by which they are surrounded, or what the rule shall be upon the entire subject, is respectfully submitted to the wisdom of Congress, to determine now or after further investigation and report of the Commission in the future.

THE RELATIONS OF LAKE AND RAIL TRANSPORTATION.

When the Congress was given power to regulate commerce among the States, railroads had no existence. To whatever extent the regulation so provided for was intended to include transportation or transportation charges, it must have had special reference to the then existing transportation methods, which were mainly by lake, river, or coastwise carriers.

The regulation for which provision is made in the act to regulate commerce does not apply to commerce as it was conducted when the power to regulate was conferred. The act applies to water transportation only when "used under a common control, management, or arrangement for a continuous carriage or shipment" in connection with a railroad and as part of a line or route of which another part is a railroad, and leaves carriers engaged in transportation wholly by water independent of regulation.

The exemption of so considerable a part of transportation from the operations of the law is a serious hindrance to the regulation of that which the act includes.

The construction and maintenance of the way or track is a principal item in the cost of railway transportation, while the permanent way over navigable waters is free from expense or is maintained at public cost. In water transportation, carriers provide only the vessel or vehicle of carriage. There is therefore a wide difference in the cost of rail and boat service, and water transportation charges can be very much the lower and be remunerative.

Carriers by water are not required to publish rates, and are under no restrictions as to rebates, discriminations, or as to charges proportioned to distance. No stability is required in their charges, which may fluctuate as often as the exigencies of business rivalries dictate or the necessities for traffic render expedient. Whenever rail and water transportation are in direct competition, a reduction of rail rates to meet the water charges is regarded as essential to secure any part of the traffic. Independent or unregulated water transportation in parts of the country is so influential in many ways as to be the cause of demoralization in rail rates as well as to afford the basis of inequalities between localities having the appearance of unjust preference.

These are some of the effects of unregulated water transportation. Its usefulness must not be in the least impaired, but it is both expedient and just that it should be so far regulated as to prevent its demoralization of other transportation. This requires carriers by lake, river, and coastwise to publish and maintain tariffs as do carriers by rail, and be alike subject to the general provisions of the act.

Only one of the five great lakes on our northern border is wholly within our territorial limits, but upon all the fluctuations of unregulated rates and charges are so frequent as to create confusion and uncertainty

n charges on railroad traffic. The "trunk lines," or railroad carriers rom the lakes to the Atlantic coast, own and control eighty or more oats, with an estimated tonnage capacity for the season approximat- ng 200,000,000 tons. These boats are used in connection with the roads and under a common control or management for continuous carriage or shipment from Chicago, Duluth, and other western lake ports to tidewater at New York, Philadelphia, and other eastern cities. These continuous carriers, lake and rail, are thus made subject to the act and required to publish their rates and charges, together with proposed increases or reductions. Some of the roads west of the lakes are operated in connection with boats under a common control for continuous shipments to Buffalo, Erie, and eastern lake ports, thus forming a line, part rail and part water, subject to the act.

In addition to the boats used in through transportation in connection with the roads and subject to the act, a large part of the lake transportation is by independent transit companies or individual and separate vessels not subject to the act. Two or more of the roads which carry between lake ports and tide-water cities are each wholly within one State, and when carrying locally between points in the same State from lake to sea are not subject to the act.

The carriage of products is large from lake ports in Minnesota, Wisconsin, and Illinois to sea-going vessels at Montreal by lake, canal, and river, all independent of regulation. Transportation part rail and part water, not subject to regulation, is conducted by lake boats, in connection with Canadian roads or roads partly in Canada, from western lake ports to eastern lake ports in the United States and in Canada.

Boats cross the lake in three or four days. They carry package and general freights, but the tonnage is largely grain, flour, and provisions—very largely bulk grain. In a recent investigation it was claimed on the authority of the Chicago Board of Trade reports that of 47,000,000 bushels of corn shipped east from Chicago last year 7 of every 10 were by lake.

The customary lake and rail rates from Chicago and western lake ports to New York and other eastern sea-port cities are about one-fifth lower than the all-rail rates. While that relation is maintained the rates are considered regular. When agreements to maintain rates have been made between all-rail and part rail and water carriers, it has been usually on something like that basis. This conceded difference in rates indicates the estimate of the advantages of rail shipments and of the lower cost of lake transportation.

Under the present state of the law, products may be carried from States west of the lakes to Montreal and other Canadian ports, as also to New York and Philadelphia, for consumption, distribution, or export, by routes so free from all regulation, that carriers over regulated routes may not know the rates with which they must compete. Grain can be shipped from western Minnesota over a road wholly within that State

to the lake, over the lakes to Buffalo, and from thence over a road wholly within one State to the sea-board. It can be shipped in the same way to and across the lakes to Erie, Pa., thence to tide-water at Philadelphia, the carriage in both cases, when not under a common arrangement, being free from regulation. The all-rail carrier of freight between the same places must conform to the provisions of the act on every one of the 1,500 miles over which the freight must pass.

A very small reduction in regular rates by lake or rail carriers not subject to regulation is sufficient to divert traffic from the lines of rival carriers by lake or rail, or both combined. Such reductions need not be published, but may be, and are, made without notice to competing carriers required by the act to publish their rates and any intended reductions. To carriers finding their business so diverted the temptation is strong to recover a share of the business, frequently stronger than the restraining provisions of the law, which does not apply to their competitors and rivals. The result is disturbance and disorder in railroad service, with uncertainty, instability, and inequality in rates and charges.

RAIL TRANSPORTATION NOT SUBJECT TO THE LAW.

In former reports the Commission has called attention to the fact that not all transportation by rail is made subject to the act to regulate commerce. The act carefully limits its operation to certain specified carriers, and the terms are such as are believed not to include the express companies regarded as common carriers. Carriers exclusively by water are also omitted. These omissions extend to a considerable part of the internal commerce of the country, and must therefore prove to some extent an embarrassment in the enforcement of the act. This subject, having been sufficiently covered by what has been said heretofore, is alluded to in this place only for its bearings upon what will be said in this connection regarding transportation by rail by those carriers not made subject to the act. Independent water transportation is treated elsewhere in this report.

As regards transportation by rail by carriers not subject to the act, it is proper, in the opinion of the Commission, that a free and full expression of the embarrassments attending their exclusion should be placed before Congress. This is not done for the purpose of asking any additional or different legislation from what now exists, but only that the subject may be fully understood in relations not hitherto explained. The Constitution of the United States, in Section VIII of Article I, provides that the Congress shall have power "to regulate commerce with foreign nations, and among the several States, and with the Indian tribes." No question, therefore, can arise of the authority of Congress to make its legislation as broad as the power itself. In undertaking the regulation of commerce by rail, legislators, both State and National, have been dealing with a subject that in many respects was so different

n any other with which they have occasion to deal, that the ordi-
y rules and analogies could not possibly be applied to the full extent;
ry step taken has been persistently opposed by the interests to be
ected; and it has been universally felt that the legislation hitherto
pted could not in all respects be final, but has been rather initial,
l, though important and in the right direction, constitutes only steps
ards an ultimate solution of what is commonly spoken of as the
ilroad problem." No one who has given proper thought to the sub-
t now deems that problem fully solved; every one who has studied
ndidly sees that further action in the line of the existing statute is
essary for the purposes of a complete solution.

When the act to regulate commerce was adopted, there were in
ny of the States and Territories laws for the regulation of State and
rritorial commerce by rail. These laws preceded any action by the
neral Government on the subject, and in many respects, unquestion-
ly, there has been useful State and Territorial regulation. There is
doubt in the minds of the Commission that very valuable service
s been performed by these State and Territorial boards under the
s conferring powers upon them. In some cases the benefits have
n universally acknowledged, and in others, where complaints have
n made against them, it is probable that these have been exagger-
d and sometimes unfounded. When the act was passed Congress
s very careful not to interfere with the working of these commis-
ns, and shaped its legislation so as to leave a clear field for action to
State and Territorial authorities. No doubt this was in part from
cognition of the valuable work these authorities had performed.
ay also in part have come from a well-founded belief, in which this
mission fully shares, that no single body of men, acting as a na-
al commission, could, with any strong probability of success, un-
take the regulation of commerce by rail for the whole country with-
the assistance of State or other local commissions or boards. There
y likewise have been constitutional considerations. But whatever
motives were, it is plain that the act to regulate commerce falls
rt of completely covering the field of regulation.

he railroads of the country do not constitute one separate national
tem and separate State and Territorial systems operating independ-
ly of each other. There are a great many railroads in the country
t do not extend beyond the limits of a single State, but there are
y few of them that are not by affiliation and at least partial control
nected with roads that are interstate. It is doubtful if there is a
gle railroad in the country that does not to some extent participate
nterstate traffic, and which, if left to be a law to itself, or subjected
aws which differ from the act to regulate commerce, may not be a
rbing element in the enforcement of that act. There is no such
g as a complete and harmonious regulation of interstate commerce
ail when a part of the carriers by rail are governed by one set of

laws and other parts are left to the regulation of laws which are m
rially different. Still less can there be complete and harmonious r
lation when even upon interstate roads there is regulation of a part of
traffic by one set of laws and another part by another materially di
ent. An interstate road takes little or no notice of State lines in
management of its business. State traffic and interstate traffic
taken upon the same trains, under the same management; the freight
passage moneys are received into the same treasury; the expens
transportation are paid by the same officers, from the same fund;
it would be impossible for the officers of the road to determine witl
curacy the cost or the profit of the State business as distinguished
the interstate.

The State regulation, unless the State law should be substant
identical with the Federal law to regulate commerce in all esse
points, would, of necessity, if enforced, constitute to some extent a
ulation of the interstate traffic. State rates must often necess
affect interstate rates. The State rate from East St. Louis, for e
ple, to Chicago might affect the interstate rate to Chicago and to
waukee as well; and it might affect the interstate rates to all t
that to any extent are the competitors of Chicago in the traffic to w
they relate. Indeed, to some extent it might often affect rates
the Missouri River to the Atlantic sea-board. State regulation i
gard to safety appliances might, if enforced, constitute a regulatic
interstate traffic to some extent, unless the railroads were require
separate in their trains all State from interstate traffic; but this c
not be done without greatly increasing the present cost of rail tr
portation. We shall not take the space to multiply instances h
though we might give them in great number, to show how State r
lations might enter and occupy the sphere of Congressional po
One illustration in this connection, however, we deem it prope
mention.

The act to regulate commerce was intended to bring to an end
gross abuses attending the free transportation of persons. To a consi
able extent it has done so. But very largely the carriers, and especi
the strong systems, where the abuse has been greatest, have end
ored to avoid the law by falling back upon State protection, and shi
ing themselves under an unrestricted authority to issue passes as t
pleased within the limits of a single State. Three of the large railr
systems of the country, when called upon by the Commission to m
an exhibit of the passes issued by them, declined to do so, on the gro
that the passes issued were limited in their operation to the bound
a single State, and therefore, as was claimed, this Commission co
take no cognizance of them. The Commission believes that if this
sition can be maintained it greatly impairs the efficiency of the law,
the abuses, the discriminations, and the corruptions, which before w
so flagrant, will, to some extent at least, continue. If the New Y

Central or the Pennsylvania Railroad Companies can thus issue passes at discretion, it is impracticable to enforce the law as against their competitors. It is idle to say the passes do not affect interstate traffic. There is generally some purpose of indirect profit or advantage in issuing them, and the managers of the roads who make the issue do not attempt to limit the benefit to any one class of the traffic, and could not if they would. And if they in this manner avoid the law, it can not be effectively enforced against their competitors, even if the latter did not dispute their obligation to comply with it strictly.

What is said as to free transportation may be said as to rebates also. Sometimes in cases which come before the Commission, a carrier admits that it gives rebates on the traffic taken up and laid down within a State, but insists upon its right to do so, because there is no law of the State prohibiting it. Nevertheless, this rebate affects the rates upon interstate traffic, and a competing road whose traffic is taken a little further, and over the State line, may be compelled to give rebates accordingly, or to surrender important business. It certainly can not be expected to surrender the business willingly, and, while the State law permits the rebate, the interstate carrier will see no moral wrong in giving one also. Indeed it may be said that in all particulars where the act to regulate commerce contains prohibitions, or establishes penalties which do not exist under State laws for corresponding conduct, the interstate carrier is tempted to find excuses for violations and evasions under shelter of the less stringent State laws.

By reference to the brief notice of the meeting with State railway commissioners, which will be found in another part of this report, it will be seen that the State commissions have felt the great difficulties attending the want of entire harmony between State and national laws, and a committee of five State railroad commissioners was then appointed to consider the subject and report to the next conference upon the best plan to obtain harmony in railroad legislation. The time has not yet been fixed for the meeting of the conference to which that committee will report, but it will probably be held next spring. The bringing about of that harmony by a substantial re-enactment of the act to regulate commerce by all the States and Territories would to a large extent relieve the whole subject of the difficulties at present attending it, and would go very far towards a solution of the railroad problem. Possibly such a re-enactment may in time occur, but we have deemed it our duty at this time, and, as accounting in great part for any imperfect execution of the law, to bring to the notice of Congress some of the difficulties necessarily encountered by reason of the fact that the act to regulate commerce does not cover the whole transportation business of the country. A statement showing State roads that claim they are not subject to the act and therefore not required to report to the Commission, is given in Appendix 9.

CONSOLIDATION—ABSORPTION OF WEAKER LINES BY T STRONGER.

The tendency in recent years towards the aggregation and comb tion of capital invested in various of the larger business pursuits been so marked—such aggregations are so subject to misuse, and w misused are so potent for mischief—that every new indication of growth of this tendency leaves the public less free from apprehen This is so true as to all transactions between railroad corporations any working arrangement or agreement for the establishment of thr lines, by which expense may be avoided and the public served, is ject to more or less distrust.

Whether because of some abuses in railroad management wh conducting interstate commerce the carriers were a law unto t selves, or whether for some other reason, the fact seems to be that e railroad combination in the direction of unity of interest or uni control provokes such suspicion as to warrant, if it does not req explanation.

The tendency to consolidation of railroads and to the absorpti the weaker by the stronger lines has been sometimes ascribed t act to regulate commerce or some of its provisions. It has been s cribed by those of such experience as to entitle their opinions to co eration.

The tendency to the combination and concentration of other grea terests is scarcely older than the act to regulate commerce, to w such interests are not subject.

Combinations and unifications of railroad properties had their or as early as railroad investment was of sufficient magnitude to in them. They had so advanced when the act was passed that the roads outnumbered the companies operating them two to one. B before and since the act was in force the tendency to such combina and unity has kept well up with the increasing ability of the pro tors and managers of one road to buy or control another.

With an average annual railroad investment approximating $4 000,000, and a corresponding increased railroad mileage, there are e year more roads for consolidation, increased opportunities for abs tion, new and greater inducements for combination. Yet the pro tion of combinations effected was greater before than after the Considered separately for the period of nine years since the last cen the number of roads merged annually in the seven years before the was nearly double the number annually merged in the two years th after. The combinations for these nine years, and how effected, app in the following statement, which, with the subsequent statements taken from the best obtainable data:

IDATIONS, ETC., TO DECEMBER 31, 1888, OF ROADS THAT WERE OPERATING COMPANIES ON JUNE 30, 1880.

How acquired.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.
ıted, absorbed, and merged	33	53	11	9	7	5	9	9	7
d, leased, and operated	69	28	40	22	12	23	12	15	21
d	13	8	3	5	1	2	2	2	4
tal	115	89	54	36	20	30	23	26	32
ıations and changes in name	7	7	4	3	5	5	12	11	3

RECAPITULATION.

r nine years	425
rage per year	47
r seven years preceding 1887	367
rage per year	52
r two years (1887 and 1888)	58
rage per year	29
r three years (1880, 1881, and 1882)	258
rage per year	86
r three years (1883, 1884, and 1885)	86
rage per year	28
r three years (1886, 1887, and 1888)	81
rage per year	27

latest union of railroad interests which has attracted public at-
ı, and of which this Commission has been advised, is that of the
Pacific with the Chicago and Northwestern. This alliance is an
nent for the interchange of through business, the establishment
ough lines by which the interests of the companies may be pro-
and the public convenience served. It provides for the inter-
ə and continuous carriage of freights from the place of shipment
place of destination over 5,000 miles and more of the Union Pacific
ıand more than 4,000 miles—all—of the Chicago and Northwestern
ı. The arrangement as to through carriage and interchanges for
urpose does little, if any, more than give effect to one purpose of
v. Such a continuous carriage is favored by the third and seventh
ıs of the interstate-commerce act. Except as to interchange of
ss and continuous carriage the two companies and systems seem
ə from the control of each other as before such union.

stantially all the consolidations and absorptions made by the two
ınies or systems preceded the act, or resulted from contracts which
led it.

ı authorized mileage of the Union Pacific proper, as constructed,
ss than 2,000 miles, which was increased to more than 6,000 miles
gh its affiliated and controlled lines.

ə Chicago and Northwestern acquired and commenced operating
ıiles of road at the date of its organization in 1859, and had less
500 miles in 1866. By absorption, purchase, or otherwise, it had
red control of more than 3,500 miles in 1886.

The Pennsylvania Railroad Company, a corporation of that State, authorized at first to construct a road less than 250 miles long between two of its principal cities, grew into a vast system, extending into and across several States of the Union. Its entire mileage, including main and branch, owned and leased lines, was less than 500 miles in 186[illegible]. In 1880 it included nearly 4,000 miles. In every year since then it has added to its mileage not more annually after than before the Act. By extension, purchase, absorption, or other arrangement; its control, directly or through affiliated companies, embraces more than 7,000 miles.

The progress made by the two companies or systems last named, acquiring control of roads of other companies and increased mileage, is indicated in the following statement:

SUMMARY OF NUMBER AND MILEAGE OF ROADS OF PENNSYLVANIA SYSTEM ACQUIRED, IN YEARS INDICATED, TO JUNE 30, 1889.

[Roads omitted for which proper data are lacking.]

Year.	Pennsylvania Railroad.*		Pennsylvania Company.†		Total.‡	
	No.	Miles.	No.	Miles.	No.	Miles
Prior to 1880	§26	§1,158.87	‖18	‖2,614.30	44	3,773.1
1880	2	111.54	2	243.15	4	354.6
1881	1	47.82	....	.....	1	47.8
1882	3	181.48	...	.....	3	181.4
1883	1	6.75	...	.....	1	6.7
1884	3	99.40	....	.....	3	99.4
1885	2	128.36	1	28.15	3	156.5
1886	3	60.26	....	.....	3	60.2
1887	2	14.24	1	122.08	3	136.3
1888	2	115.57	2	67.53	4	183.1
1889	4	7.95	....	.....	4	7.9
Total	49	1,932.24	24	3,075.21	73	5,007.4

*The charter (1846) authorized the construction of a road from Harrisburg, Pa., to Pittsburgh, Pa., the length of which, when completed, was 248.2 miles; the first section, from Harrisburg, Pa., to Lewistown, Pa., 60.6 miles, was opened September 1, 1849. Mileage owned and controlled June 30, 1889, approximately, 4,113.75.

†Mileage in 1871, the year of organization, 796.20. Mileage June 30, 1889, approximately, 3,281.27.

‡Total mileage owned and controlled by Pennsylvania system June 30, 1889, approximately, 7,495.62.

§Subsequent to 1860.

‖Subsequent to 1868. Includes ten roads, 1,556.25 miles, controlled through ownership of stock; no information as to date acquired.

F NUMBER AND MILEAGE OF ROADS OF CHICAGO AND NORTHWESTERN AY COMPANY ACQUIRED, IN YEARS INDICATED, TO JUNE 30, 1889.

[Roads omitted for which proper data are lacking.]

Year.	No.	Miles.	Year.	No.	Miles.
.....	3	486.70	1884	11	2,083.02
.....	1	105.00	1885	....	.....
.....	1	48.80	1886	....	.....
.....	1	28.00	1887	5	109.49
.....	2	72.72	1888	2	79.64
.....	....	.....	1889	2	41.16
.....	3	487.44	Total.....	35	*3,731.91
.....	4	190.03			

to what appears in table, it should be stated that this company owns stock of the Chi-, Minneapolis and Omaha Railway Company, 1,310.52 miles, to the amount of $14,700,000 of $34,050,126.66, over $10,000,000 of said owned stock having been acquired in 1882. icago and Northwestern Railway Company at date of organization, June 7, 1859, 119.80; l and controlled June 30, 1889, 4,250.38.

said of the Chicago and Northwestern and of the Pennsyl-y be said of the Louisville and Nashville, the Lake Shore igan Southern, the New York Central, and is substantially e railroad system of this country as well as of other countries. onsolidations and combinations first challenged public atten-her countries where they were the cause of great apprehen-enty years ago they were made the subject of investigation l commission in England.

of the facts, it would seem that the cause for railroad consol-ust be looked for elsewhere than in the restrictive provisions erstate commerce act, while it is suggested with much rea-hese restrictive provisions are themselves the result of be-railroad management.

in its main provisions declares in substance that—

awful, charges for railroad services must be reasonable and

a greater or less compensation from one person than from or a like service is unjust discrimination and unlawful.

unreasonable preference to persons, localities, or kinds of the disadvantage of other persons, localities, or kinds of traffic al.

e the greater charge for a shorter distance transportation wful there must be exceptional circumstances which make it

ations, contracts, and agreements between different and com-ads for pooling their freights or dividing any part of their is unlawful.

wful, schedules of fares and charges, as well as of increases tions in fares and charges, must be posted and kept open to pection.

Combinations, contracts, agreements, or devices to prevent the carriage of freights being continuous from place of shipment to place of destination are unlawful.

A provision of the third section of the act declares:

Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines.

Of the restrictive and chief provision of the act given above, that which makes the pooling of freights and the division of earnings of competing lines unlawful is usually credited with being the efficient cause as well of objectionable railroad consolidations and absorptions as of hurtful instability of fares and charges. It is so credited on the assumption that hurtful competition, especially between stronger and weaker lines, can only be prevented by the pooling of freights, the division of earnings, and the guaranties to be secured through such poolings and divisions. Weaker lines are indirect lines, longer lines, and lines requiring more time and affording inferior facilities and accommodations. Previous to the enactment of these restrictive measures prohibiting pooling and the division of freights and earnings of competing lines it was, in consideration of the maintenance of agreed fares and charges between the stronger and weaker lines, the practice of the stronger to guaranty to the weaker an agreed division, share, or proportion of business. When shippers patronized the stronger lines at the agreed rates to such extent that the weaker lines failed to obtain their conceded share of the business and earnings, the stronger lines accounted for and made good the deficiency from their own receipts. On the assumption that the agreed rates were no more than reasonable, the amount realized by the stronger lines was less than reasonable compensation for their services to the extent of such deficiency. But it being assumed that reasonable compensation for the transportation services they rendered remained to the stronger lines after making good the guaranty to the weaker, the amount necessary to make good such deficiency was necessarily derived from charges in excess of such reasonable compensation. In this view, the practice was interpreted as resulting in excessive charges on shipments made by the public as a means of paying weaker lines for joining the stronger in maintaining exorbitant rates. So interpreted, the practice, or guaranty based on agreed divisions of business, was condemned and prohibited by the act to regulate commerce.

This provision of the act making it unlawful to divide business or earnings deprived the stronger lines as well of the ability as of the legal right to guaranty to the weaker lines a conceded share of business when the guaranty could no longer be made good from charges regarded as excessive.

For any advantage of which the roads were deprived by these restrictive provisions it is believed an equivalent was intended to be given in the equal facilities for the interchange of traffic and for receiving and forwarding persons and property under the above-cited provision of section 3 of the act.

Since its last annual report to the Congress the Commission has made investigation of a complaint under this provision of section 3 of the act, made by the Little Rock and Memphis Railroad Company against the East Tennessee, Virginia and Georgia Railroad Company, and the Iron Mountain and Southern Railway Company.

The western terminus of one line of the East Tennessee, Virginia and Georgia Railroad Company is Memphis, Tenn. From Memphis the road of the Little Rock and Memphis Railroad Company extends to Little Rock, Ark. From Little Rock a division of the road of the St. Louis, Iron Mountain and Southern Railway Company runs to Texarkana and other points in Texas and the Southwest.

These companies had, previous to June, 1888, established and until then maintained, a through line over their several roads or lines for the transportation of persons and property from and to points on the lines of said companies, or any of them, and connections in the States west of the Mississippi River to and from points on said companies' lines and connections east of the Mississippi. When, in June, 1888, said Iron Mountain Company had constructed and completed a line of its own from Little Rock to Memphis, it would no longer maintain the through line over the road of the Little Rock Company; but claiming that the public could be well served over a through line from Texas and points west to Tennessee and points east, of which through line its own line from Little Rock to Memphis, should be part, the Iron Mountain Company insisted on the substitution of the Little Rock and Memphis section of its own line for the line of the Little Rock Company.

The East Tennessee, Virginia, and Georgia joined the Iron Mountain Company in establishing such a through line, and thereafter both refused to interchange with the Little Rock Company traffic passing over it and destined to points on the through line they had maintained with it previous to June, 1888.

The Little Rock Company complained of this as a refusal to afford it the equal facilities for the interchange of traffic which it alleged to be its lawful right under said provision of section 3 of the act, and insisted that the other companies should afford it facilities equal to the facilities they afford each other and for the same equal rates and charges.

On investigation, the Commission found the through line or route of which the Little Rock and Memphis Company's line had been a part to be more direct and shorter than that substituted for it, that it was a reasonable and convenient route, and its re-establishment would be in

the public interest. Its discontinuance by the other companies subjected the public to increased cost and greater delays in transportation. Their refusal to continue or re-establish it, while they maintained another through line from and to the same points, was a denial of proper and equal facilities for the interchange of traffic, for receiving, forwarding, and delivering passengers and property, and a discrimination in rates and charges between connecting lines. The opinion of the commission expressed the belief that under such conditions it was the intention of the Congress in the third section of the act to secure to the Little Rock and Memphis Company, or other companies under like conditions, the proper and equal facilities so denied by providing for the establishment and maintenance of through lines over connecting lines without discrimination in rates and charges as between such connecting lines; but the Commission held that when, as in this case, the companies having connecting lines objected to forming through lines with another company some method of procedure was necessary to establish such through line and fix the terms upon which it was to be maintained, and the act provided no procedure to fix such terms or by which such through line could be established.

The omission to make legal provision for through lines limits transportation over the line of the Little Rock and Memphis Company to local traffic. This results primarily from the construction of a line between Memphis and Little Rock by the Iron Mountain Company, when the line of the Little Rock Company was ample for the traffic, through as well as local. The Iron Mountain Company now has substantially all the through business. The business of the Little Rock Company had been largely through traffic, without which the local business was, and still is, insufficient for the successful operation of its road. To obtain through business under the present state of the law, the company must extend its line from Little Rock to Texas and southwestern territory already reached and adequately served by the Iron Mountain line. A necessary result would be the support and maintenance of two roads where one is ample for the traffic, and can render the service with more profit to the carrier and lower cost to the public. A result not unheard of would be a hostile and possible disastrous competition between the companies to be followed by an alliance hostile to the public.

Should the Little Rock Company, in view of necessary or possible results, find itself unable or unwilling to so extend its line, it must await the development of a traffic merely local and yet inadequate to the suitable and proper maintenance of its road, or submit to the absorption of its line as an affiliated line or feeder to a stronger line.

The status of the Little Rock and Memphis Railroad Company in its relations to connecting lines and the results of such relations is sufficiently explanatory of the status and relations of all other independent roads, or roads of a local character, in respect of their relations with connecting lines, which are the same as they were before the act to regulate commerce.

COMPLAINTS AGAINST THE WORKINGS OF THE LAW.

In some cases within the year complaint has been publicly made by manufacturers or other large dealers whose business has not been satisfactorily profitable, that the fact was due wholly or in part to the Interstate Commerce Law, which was wrong in theory, because it took from the carriers the power to sell their services at pleasure. Such a complaint is aimed at the vital principle of the law; it does unquestionably take away from the carriers the power to sell their services at pleasure and require them to perform service for all persons, trades, occupations, localities, and communities with entire impartiality. It was chiefly because they formerly, in selling their services at pleasure, discriminated grossly, generally in favor of large dealers, that the Government interfered. Common justice required the interference. The discriminations were sometimes so great that the difference in the rates paid by two dealers sharply competing in the same line of business were sufficient to make the one prosperous and send the other to bankruptcy; and, as in the bargain for services the larger dealer always had the most to offer, it was the smaller dealer that was commonly pushed to the wall; so that the sale of their services at pleasure by the carriers was continually adding to the force of other circumstances which, without regard to merit or ability, were assisting to make the rich richer and the poor poorer. It was the belief of Congress that, in so far as the requirement of impartiality in the service of carriers by rail would have that effect, this tendency should be checked; and, the law being just in itself, the complaint of a dealer that it takes away his ability to build up a prosperity on the special bargains he could make with carriers is a compliment to the law, not a reproach.

Other complaints have occasionally been made, traceable to a discontinuance of methods or practices intended to be corrected by the law. Quite naturally the law will be complained of by any interest that has profited either by sharing the earnings of the railroads or by any special advantages. Such interests have much at stake, and are therefore desirous to be let alone. The law is looked upon unfavorably when it interferes to protect the public directly by its prohibitions, or indirectly by liberating carriers from injurious methods. The primary purpose of the law doubtless is that the service of the public by the carriers shall be just and impartial. But that is not all. It contemplates that carriers shall free themselves from burdens that diminish their capacity for cheaper and better service to the public. An enumeration of these includes ticket brokers, commissions to ticket agents and to freight solicitors, special cars owned by shippers or by private car companies, with payment of excessive car mileage, adjunct properties of doubtful value owned or invested in by managers, service for express companies, free transportation of persons, and others that might be named.

Complaints that have their origin in a misuse of corporate powe practices injurious to carriers or to the public, are not argu against the propriety of the law. Railroads are public instrume ties, and the public is concerned in the manner in which their a are managed, as well as the service they render. As common ca they are expected to supply suitable and adequate accommodatio the business on their lines, and to so perform their service as n afford preference to some nor cause prejudice to others. They a pected to do their business with their own corporate agencies, an to delegate their duties to independent and often irresponsible p acting as middle-men between the carriers and the public. For tinuous carriage by connecting routes all reasonable facilities ar pected to be afforded. In short, railroads, as the necessary high of the country, are expected to keep in view the purpose for w their franchises were granted, and, while guarding their revenues fidelity to their corporate interests, to make the public service constant aim, and to so manage their affairs that the service sha impartial and reasonable.

FEDERAL REGULATION OF SAFETY APPLIANCES.

Personally concerned as every man is in the safety of travel the ject of railroad accidents has always had the greatest popular inte That the facts are quite sufficient to warrant this interest may be from the following figures taken from the annual reports of the railr of the country to the Commission for the year ending June 30, 1 There were reported for that year deaths and injuries to persons as lows:

Passengers killed	315
Passengers injured	2,136
Employés killed	2,070
Employés injured	20,148
Other persons killed	2,897
Other persons injured	3,602
Total persons killed	5,282
Total persons injured	25,888

But the reports do not cover the total mileage of the country; 92.792 per cent. of it. If the accident rate was the same on the r not reporting, the total number killed was 5,693 and the total inj 27,898. These are the returns made by the railroad companies th selves, and they can not well be suspected of exaggeration. Neith there, on the other hand, any reason to suppose that they are no most cases, complete and prepared with perfect good faith.

A thought strikingly suggested by these figures is that accident passengers take up an undue proportion of the public attention. *only* are casualties to employés several times more numerous, but are concentrated upon a comparatively small class, each individu

which undergoes considerable hazard. Some estimate of how great this hazard is in the case of one class of employés may be made from the records of the Brotherhood of Railroad Brakemen, an organization that has for one of its objects the insurance of its members against death or total disability. During the year 1888 the average membership of this brotherhood was 10,052.5. Insurance has been paid upon 114 deaths and 53 total disabilities, the result of injuries received from railroad cars during that year. In the same time there were only 31 deaths and 6 total disabilities from natural causes. These data are taken from the printed assessment notices of the order. Thus one in every 88 of the members of this organization is killed yearly, and one in 60 suffers either death or total disability. It appears, also, that a brakeman has only 31 chances in 145, or 1 in 4.7, of being allowed to die a natural death. Exception may perhaps be taken to this conclusion on the ground that brakemen are mostly young and vigorous men not likely to die from natural causes, but surely this view of the case is not more satisfactory than the other. No record is kept showing the number of lesser injuries received, but if the ratio of killed to wounded is taken as the same as that which, according to the figures quoted above, holds good in accidents to railroad employés over the country at large, namely, 1 to 9.73, the number of those receiving injuries serious enough to be reported to the Commission would be, exclusive of the killed, 1,109, or 1 in 9 of the members of the order. It would appear from this result that, besides running great danger of death, a brakeman will, on the average, be injured once for every nine years of service. It should be said that this brotherhood includes quite a number of conductors and others whose occupation is less dangerous than that of brakemen, so that the hazard to brakemen is presumably somewhat greater than here shown. It is probable that no occupation followed in this country by any large class surpasses in danger that of the railway brakemen.

It having been urged upon the Commission from several quarters, but more particularly by the State railroad commissioners at the convention in March, that there was a necessity for some sort of national action in matters relating to safety on railroads, an investigation of the subject was begun in the spring of the present year. Although information has been obtained principally from miscellaneous sources, two circulars have been issued making inquiry concerning matters of special importance. The first, dated April 1, dealt especially with automatic freight-car couplers, and called not only for facts but for technical opinion. It was addressed to the heads of the car-building departments of all the leading roads. The second, issued May 17, concerned the general subject of Federal regulation of the mechanical features of railroad working, and was intended to call out from those best informed and most interested the fullest discussion of that subject and of the facts bearing upon it. It was addressed to all State railroad

commissioners, to the grand masters of the chief organizations of railroad employés, and to a number of railroad experts and others who were known to have made special study of the matters in question. A number of the replies to this circular were prepared with much care and have great value, being in fact thoughtful discussions of the matters suggested by the circular, written from various points of view by men of ability and special knowledge. Both of these circulars, together with most of the matter elicited by them, will be found in Appendix 10.

The question of the prevention of loss of life and limb on railways has received study of late years from various quarters. It has been carefully investigated by the various State commissions whose reports have served as a guide to legislatures, to public sentiment, and often to the railroads themselves. In no direction has inventive and executive mechanical genius been more active or, on the whole, more successful. Some of the American inventors are not unworthy to be classed with Stephenson himself for what they have done to aid and perfect railway transportation. But perhaps the most important work of all, as far as mechanical appliances are concerned, has been done by the Master Car-Builders' Association, an organization little known to the general public, developed by the railway corporations themselves to meet certain requirements of modern railroading. This association meets annually, and, as regards one of its most important purposes, may be not inappropriately described as a federal assembly of car-shops, in which each railroad corporation has a voice, proportioned to the number of cars it owns, in determining upon those standards of uniform construction which extensive interchange of cars makes necessary. The conclusions of this body are recommendatory and not binding upon its members, its careful methods of procedure, likely to assure the best results, and the economies dependent upon uniform construction being relied upon to support its recommendations. Any improvement in safety appliances, then, which depends for its success upon uniform action by railroads all over the country, and the most important do so depend, must first secure the approval of the Master Car-Builders' Association.

The importance of this association will further appear in the course of a brief sketch of some of the problems relating to public safety which apparently call for solution through national legislation.

AUTOMATIC FREIGHT-CAR COUPLERS.

The subject of automatic freight-car couplers deserves first mention because of the large number of lives lost and limbs maimed in coupling cars, because these accidents are not of a sort to attract the public attention they deserve, and because there seems to be a practicable remedy. No satisfactory statistics exist of the number killed and injured in this kind of accident. For the year ending June 30, 1888, 326 deaths and 6,827 injuries were reported to the Commission as due

to this cause, but these numbers are somewhat less than the true ones, for the reason that part of the roads reporting keep no record which distinguishes coupling accidents from the total number. The danger of stepping in front of a moving car to guide a link into a pocket is sufficiently plain, and such a method of coupling has been considered for many years a reproach upon railroad construction. Nor is the danger of it the only objection to the link-and-pin system. It is both expensive and mechanically defective. The pins being loose and of some value, are constantly being lost and stolen. The coupling process is cumbrous and slow. If the cars coupled are not of the same height, one tends to hang, as it were, upon the other, often to the damage of both cars. The play or "loose slack" which each link permits causes every car to be started with a jerk, sometimes violent and injurious to both cars and freight.

It is a mistake, however, to imagine that these difficulties are easily remedied or that there have been, until very recently, automatic devices against which serious or fatal objections could not be brought. Although some thousands of couplers have been patented, the difficulty has been not to choose among good ones, but to find any good one. Nor can any mechanic, however great his experience, judge by looking at a coupling device or by merely mechanical tests, what defects it may have. The conditions are so complex that only various and extended trial in actual service will determine the merits of a coupler, and many which gave the greatest promise have failed in such a trial. Nor is it possible, consistently with public safety or with railroad interest, to neglect the non-mechanical consideration, most difficult of all to satisfy, namely, that automatic couplers to be successful must be of a uniform type throughout the country. It is not at all necessary that they be of the same patent, but they must couple automatically with one another. That this uniformity is essential, follows directly from the fact that freight trains are made up of a mixture of cars from many railroads, and that it is more dangerous to couple two automatic couplers of distinct types than to couple with the link and pin. In fact, it is the difficulty of obtaining this uniformity that now offers the most serious obstacle to the progress of automatic couplers and supports the demand of railway employés for some authoritative action.

Although the deaths and mutilations occurring in coupling cars had been repeatedly discussed in the reports of State commissions and railroads had been urged to move more vigorously towards adopting automatic couplers, the first legislative action was taken by Connecticut in 1882. The statute provided that automatic couplers, approved by the railroad commission, must be placed on all new cars, under a penalty. A statute nearly identical in its provisions was enacted by Massachusetts in 1884. In that year also the legislature of New York passed a law that after July 1, 1886, no couplers other than automatic should be placed upon any new freight car to be built or purchased for use in the

Uniformity was not furthered since different commissions ap
different couplers. The laws could not well be enforced upon roa
partly in the State. Many persons, including the present Com
commissioners, believe that the mixture of link couplings with a
of different automatic types tended to increase rather than d
coupling accidents.

Attention, however, had been directed to the matter, and in
was the subject of earnest and thorough discussion by the Mas
Builders' Association, and definite progress was then made in th
tion of a resolution that "the vertical plane type of coupler was m
cally the best."

A "vertical plane" coupler, it may be explained, is one that
an up and down sliding motion between the two parts, making it
sible for one car to hang or drag down upon another, as may
with a link coupling. From this time the activity of the asso
chiefly through its executive committee, was continuous and
A competitive test held by the committee in September, 1885
the conditions of which was that each coupler tested must be f
for actual service to at least two cars, resulted in the selection of
couplers for further trial. The principal points determined by
were facility of coupling and uncoupling under difficult condit
on sharp curves, and strength to resist concussion.

In 1886 and in the spring of 1887 tests of continuous brakes for
trains were carried on at Burlington, Iowa, under the directi
committee of the Master Car Builders' Association, and on a ver
scale. These tests had incidentally a great influence on deter
the value of different types of couplers, since it was shown in the

he breaking down of this objection was, when added to other con-
rations, regarded by the committee as decisive, and at the Master
Builders' convention in 1887 they submitted an elaborate report rec-
nending one of the types of vertical plane hook couplers as the
ndard of the association. To determine what patent couplers came
hin the type it was suggested that an approved coupler be obtained
n one of the manufacturers, and all others coupling with it in a sat-
ctory manner be regarded as belonging to the type. The next step
s for the association to take a formal vote upon the standard thus
ommended. Such votes are taken by letter ballot, a two-thirds ma-
ity being necessary to adoption. Each member representing a rail-
d is entitled to one vote and to an additional vote for each one thou-
d cars owned by the railroad. Upon a ballot of this sort the
posed coupler became a standard by a vote of 474 to 194. The pre-
e form of the hook was left to a committee, and was published in
ril, 1888.

The standard of automatic freight-car couplers thus adopted by the
ster Car Builders' Association is not strictly a single coupler, but a
e or genus under which there may be an indefinite variety of patent
plers, differing materially in some respects, yet each capable of
pling automatically with every other. There are now perhaps a
en patents under the type, and there will no doubt be more, so that
an not be said that its general acceptance would involve giving a
nopoly to any patentee.

The activity of railroads in fitting their cars with these couplers has
, however, been satisfactory or as great as was generally expected.
natural way of introducing such an appliance is to have it placed
n all new cars and upon all old cars needing new draught rigging.
ew roads only are doing this, though the Pennsylvania and other
ge systems are of the number. The first cost of the standard coup-
is considerable, from $20 to $25 a car, as against $10 to $15 for the
-and-pin form, and is alone sufficient to deter many roads from
pting them. The movement for their introduction, too, is actively
osed by all interested in patent couplers which they would super-
e. Some look upon the action of the association as premature and
bt its wisdom. Many are experimenting upon a small scale to de-
nine which to choose of the patent couplers belonging to the type.
principal obstacle, however, is quite generally stated to be the need
niform action. Automatic couplers serve no good purpose unless
r use is so general that cars fitted with them come together in act-
service, and are not lost among the multitude of cars fitted with
and pin. The automatic coupler is automatic only with another
matic coupler, and not with a link. When it meets the link a coup-
must be made by hand, and is quite as dangerous, or more so, as
between two cars both rigged for the link and pin. At present only
ry small fraction of the couplers in use are automatic. Obviously,

then, there is a strong motive for each road to put off spend money in making the change until assured of general co-operati

The case may be summarized somewhat as follows: A few larg have actually adopted some form of the Master Car Builders' c and are bringing it into use as fast as could reasonably be ex Many others are experimenting with various forms. A few, prin in New England, are actively opposed to the standard. A ver number mildly favor it but are waiting for general action. The s poorer, and less progressive roads are generally indifferent to the question.

Meanwhile coupling accidents are as numerous and distres ever, and the question is raised whether the action of the Mas Builders should not be seconded by national legislation. That it is the view that seems to prevail among the employés whose li endangered and is held by many others. It derives support fro appears to be the impossibility of securing the necessary unifor any other way. On the other hand, there are grave objections t radical action. Those railroads who are moving slowly in the may urge with plausibility that the question is comparatively ne one of great importance and that not only pecuniary interes those of public safety also will be, in the end, best served if th cautiously and only after sufficient experiment. The standard w finally settled and drawings of it published until April of 188 some particulars, not, however, essential, were determined only present year. However unfortunate the present condition may l not likely that any good will result from acting with undue The requirements of a general law, which might be entirely reas for some roads, would work serious hardship to others and pr result in forcing into use the cheapest and least desirable forms standard type.

Closely connected with the question of automatic couplers is t a standard height above the rail for the coupling head or draw-b standard proportions and position for the dead-blocks or buffers take the shock of violent concussions. The danger of coupling b is greatly increased if the parts connected are not of the same h A standard height was adopted by the master car-builders in 187 the fact that it is not closely maintained by car-builders sho difficulty of securing uniformity even in a very simple matter. dead-blocks are not similarly placed on two colliding cars they their office altogether, and if they are badly placed they impe brakeman. In this, as in other matters, uniformity is in itself cipal means of safety, since a man is much less likely to be injured familiar with the apparatus he is dealing with than when it is s to him.

CONTINUOUS BRAKES FOR FREIGHT TRAINS.

In this country the use of automatic air-brakes, continuous through
e train and operated principally from the engine, is almost universal
on passenger cars. The control of freight trains in the same way,
arcely thought of ten years ago, has of late made considerable prog-
s and, questions of safety aside, is looked upon as promising one of
e greatest advances in railroading that have ever been brought about.
s a means of saving life it does not yield in importance to the use of
tomatic couplers. This saving is effected chiefly in three ways.

First. By diminishing the number of collisions and train accidents of
kinds. A freight train running at high speed can be stopped, if
ly equipped with continuous brakes, in a distance less than its own
gth. If hand-brakes are relied upon it will usually run half a mile
more. It is thus, in the first case, subject to the immediate and effi-
nt control of the engineer, who can stop it in a few seconds on the
pearance of danger. Collisions are also frequently prevented by the
tomatic action of continuous brakes which, in case a train parts by
e failure of a coupling, immediately brings both sections to a stand.
ith hand-brakes, and especially on a steep grade, such accidents,
ich are quite common, often result in a collision between the parts
the broken train.

Second. The destructive effects of derailment are greatly decreased,
ce any displacement of cars sufficient to break the air-hose connect-
; two of them at once sets the brakes throughout the train and
ngs it to a stop, perhaps when as yet only a few cars have had time
leave the track.

Third. Continuous brakes do away for the most part with the neces-
y for traversing the tops of moving trains. Under the old system,
ich is still the general one, the men are out on the darkest nights
l in the coldest weather, sometimes when the roofs are covered with
, making their way from car to car, setting or loosing the brakes.
e returns to the Commission do not show the number of men killed
d injured in falling from cars, but an estimate may be made by taking
t proportion of the totals which is usually found to be due to this
se. Such a process gives: Killed, 613; injured, 4,025.

Besides preventing and mitigating accidents continuous brakes make
ossible to run heavier trains, a greater number of them, and at a
her rate of speed than would otherwise be safe.

In their development they afford an interesting exemplification of
e high degree of organization attained by the mechanical branch of
e railroad interest and of the magnitude of the experiments it is in
osition to undertake to determine the value of appliances. At the
ts held in July, 1886, and May, 1887, near Burlington, Iowa, upon
Chicago, Burlington and Quincy road, and under the direction of
Master Car Builders' Association, each competing brake company

was required to furnish a complete train of fifty cars fitted with the appliances to be tested. The test upon each of the two occasions lasted three weeks; the trains were put through the most various and trying evolutions, every significant fact capable of measurement being recorded by carefully prepared apparatus. Since then long trains fitted out by brake manufacturers have on several occasions traversed the country merely for the purpose of testing and advertising some form of continuous brakes.

The outcome of these experiments and of the improvements resulting from them has been a high degree of efficiency.

The obstacles to the introduction of continuous brakes are much the same as those in the case of automatic couplers; first cost, about $50 per car, and the need of simultaneous action by many railroads. The continuous brake apparatus on any one car depends for its usefulness upon other cars being equipped in the same way. Any car not so equipped cuts off all behind it from communication with the air-pump on the engine and without this communication the brakes are worthless. The apparatus begins to be effective only when a number of cars provided with it are brought together at the head of the train. Consequently the capital invested before the movement becomes somewhat general must in large part lie idle.

Wherever freight trains are run for long distances without being broken up upon roads which do not employ a large proportion of foreign cars, the conditions are favorable for continuous brakes. The greater part now in use are found west of the Missouri River. On the other hand, short lines doing most of their business in the cars of other roads can not well adopt them.

The subject of automatic couplers and continuous brakes for freight trains is of especial importance, because the fact that these improvements are but slowly and cautiously introduced makes the principal ground for the feeling that the lives and limbs of railroad employés do not receive such consideration in the conduct of railroads as justice requires they should receive. There are forcible papers on this subject in the appendix.

It is perhaps to be assumed that expensive changes in equipment are and will be made by railroads only as they are expected to be profitable, and that life-saving is not always given sufficient weight. But it is by no means a fact that railroad officers as a class are indifferent to humane considerations, and much of this sort that is said is wholly unjust. Among them are not infrequently found men by whom the safety of their employés is held of the first importance and who are willing to make disinterested efforts to secure it. But such feeling is not, perhaps, most commonly found among those who have power to appropriate sums of money to carry out their wishes. With the higher officers and with the board of directors the safety of trainmen is likely to be a somewhat vague consideration, not forced upon the attention by personal observa-

ion and not so distinctly brought to their attention as are the facts ertaining to their pecuniary interest.

Nor should much weight be given to the statement sometimes made that employés can not be protected; that they are usually themselves responsible for accidents, being reckless and unwilling to take the precautions that would save them. It need not be claimed for them that they are more cautious than other men, but only that their duties should, when possible, be made such that a reasonable degree of caution will protect them. It is not easy to see that a man whose foot catches in a frog while his attention is concentrated upon effecting a coupling, or who slips from a car on an icy night, is necessarily reckless. There is no reason for supposing that trainmen value their lives less than other people or are less careful of them. A brakeman is as cautious as a general manager would be with the same duties, the same haste, exhaustion, and exposure. It is surprising that such arguments should have weight with any one.

HEATING OF PASSENGER CARS.

Early in the year 1887 the phrase "the deadly car stove" began to be familiar. Its deadly nature was not then a new discovery. Often before, as at Ashtabula, in December, 1876, it had added the horror of fire to the others which attend a railroad accident. But as yet no persistent public demand had been made for its abolition, possibly because the public had not realized that a substitute was practicable. But the winter of 1886–'87 brought a series of accidents, which, being detailed in the press, made the public familiar with the picture of living men and women held beneath the timbers of a wrecked car and slowly burned. The Rio disaster on the St. Paul road, October 28, 1886, when seventeen persons were burned to death, was followed January 4, 1887, by the burning of thirteen in a wreck at Republic, Ohio, and February 5 by the crushing and burning to death of thirty more at White River, Vermont. Lesser horrors of the same kind were not wanting. At that time systems of heating which do not require a fire in the cars were little in use except upon the New York Elevated Railroad, where cars were heated by steam from the engine.

As soon, however, as the traveling public began to believe that stoves were dangerous and could be dispensed with it became the aim of every enterprising road, solicitous for its popularity, to do away with them as fast as possible. Nor was the public in all cases content until its protests had taken an authoritative form. In Massachusetts, New York, and Michigan statutes were passed in 1887, the aim of which was to make the use of common stoves in passenger cars illegal after the winter of 1887–'88. The result of this agitation was great activity on the part of railroads and inventors in originating and improving heating devices and in experimenting with them. Safety heaters, which, though requiring a fire in each car, were constructed with special ref-

erence to preventing its spread in case of wreck, were already in considerable use. These, however, though not forbidden by the statutes of Michigan and Massachusetts, were looked upon with some suspicion and thought was for the most part directed to devising plans for heating cars by steam from the engine.

The problem whose solution was thus undertaken is a difficult and complex one, and is, after two winters' experience, though greatly advanced, still in an experimental stage. The legislators of 1887 overestimated in some cases what it was practicable for the railroads to do. The statute of New York required that after November 1, 1888, cars must not be heated by any form of stove or furnace kept in the car. In 1888, however, it was amended so as to give the railroad commissioners power to extend the time, in special cases, for a year longer. In Connecticut the commissioners, empowered by the legislature, issued in December, 1887, an order that all new passenger cars built or purchased for use in the State must be equipped for continuous heating. This order was generally disobeyed, and the commission, after further investigation, condones, in its last report, this disobedience on the part of the roads, and intimates that it was justified by the unsatisfactory working of continuous-heating appliances.

A mere mention of some of the more obvious difficulties of continuous heating may serve to show that the problem is not an easy one. It has been claimed that in case of wreck the steam escaping from the broken pipe would scald to death imprisoned passengers. There is doubt if this danger be a serious one, but to diminish it steam is usually carried at low pressure. It is often necessary to heat cars which are not connected with an engine. This is the case with sleeping cars standing at stations and may be the case with a train on the road and in the coldest weather, as when the track is blocked by snow and the engine is sent for help. A stove and fuel, as a provision against the latter emergency, should be carried in every car. The maintenance of a uniform temperature throughout long trains offers also considerable difficulties. Probably the most serious difficulty, however, concerns, just as in the case of automatic couplers and of continuous brakes, a question of uniformity. Through cars, especially sleepers, traverse several roads and can use no system of continuous heating which is not the same, in certain important respects, as that of each of the roads over which they pass. In these respects, where uniformity is important, there is at present the greatest diversity. There have been various attempts by those interested to bring about an agreement upon the form of steam hose coupling to be used between the cars, but so far without any promise of success.

There are now a dozen or more couplers upon the market and a committee of the Master Car Builders, appointed in 1888 to recommend one as a standard, found the difficulties so great that in their report this year they refused to do so. Some systems of heating use two

pipes throughout the train, making a complete circuit from the engine to the rear car and back. Some have only one pipe. Some make the connections between cars below the platforms, some above, some at the roof of the car. It is plain that cars differently fitted in these respects can not be connected for continuous heating.

Upon the whole it appears that the more progressive railroad managers have shown energy in this matter and a sincere purpose to extend the use of continuous heating as fast as practicable. The present condition, however, is far from satisfactory, and towards the essential point of uniformity it is not apparent that any real progress has been made.

The problems of light and ventilation are naturally suggested by that of heating, but to cover, even in the most cursory manner, the whole subject of safety and comfort on railroads would be a tedious task and aside from the present purpose, which is to give such brief exposition of some of the more important matters as may help to show why Federal regulation has been thought desirable and perhaps to suggest something of the difficulties it would have to meet.

Brief mention may here be made of the block system and of interlocking, to encourage wider use of which would undoubtedly be a part of the duty of any Federal agency taking cognizance of such matters. Under the block system the line of railroad is divided into sections a few miles long called block sections or blocks, so guarded by signals as to prevent two trains being in the same block at the same time. As soon as a train passes into a block at one end the signals for the block are set at danger and remain so until it passes out at the other end. Interlocking is a mechanical device by which the levers actuating a number of signals and switches are brought together and interlocked; that is, made interdependent in their movements so that the fact that a switch is open will make it impossible for the signal which indicates that the track is all right to be displayed. A draw-bridge and a signal may be interlocked so that when the bridge is open the signal is necessarily at "danger," and the signalman can not put it at "safety" even if he tries. Or a complicated system of switches and signals, such as is always necessary at freight or passenger stations where much traffic is handled, may be so controlled that it is mechanically impossible that they should occupy dangerous or inconsistent positions.

VIEWS OF STATE COMMISSIONS.

In view of the extensive interchange of cars, both freight and passenger, making it necessary that regulation in such matters as couplers, train-brakes, and heating appliances should be general and uniform in order to be effective, it is not surprising to learn that State regulation has been found unsatisfactory. In its report for 1886 the New York railroad commission says:

> To attain the main object of an automatic coupler, *i. e.*, to save the lives and limbs of trainmen, it is most desirable *that but one device* should be in universal use. If there is diversity *it will increase rather than diminish* the present dangers.

There appears to be but two ways for this to be brought about, one by th tion of the law of the "survival of the fittest," the other by the creation by (of a commission to determine upon one coupler and compel its adoption by panies engaged in interstate commerce.

The first method it would seem will be slow beyond all computation fi present indications. There appears to be no good reason, however, why th could not be done.

Under its power to "regulate commerce among the several States" Cong already prescribed rules for the inspection of hulls and boilers of steam-ships examination of engineers as to their competency, for vessels being provid boats, life-preservers, and for many similar things to insure the safety of t water.

It would seem that the same power could and should be exercised to insu in the operation of railroads.

In 1887 the Massachusetts commission says:

The tendency of opinion among railroad men is toward the selection of son cal plane coupler. But it seems doubtful whether any one will be uni adopted, unless its use for interstate commerce shall be compelled by Cong action. It would seem, however, that all compulsory State legislation, pre the use of any one coupler, must be unconstitutional and void so far as it re interstate commerce, for no State can direct the manner in which interst merce shall be conducted, and so much of our commerce is interstate that onl significant fraction will remain subject to the restrictions of local legislatio respect. If this be so, it is probable that efforts will be made to provide me safeguards to the great volume of traffic which is subject to interstate and tional law.

In the report of the commissioners of New Hampshire for 18 read:

No commission whose authority is bounded by State lines can go fast or far pelling the roads within its jurisdiction to adopt safety devices and applian essary for the protection of employés and passengers, such as steam heaters, lights, and automatic couplers. Even if we assume that a State may deleg commission the power to prohibit upon its territory any but approved eq upon cars used in interstate traffic, it is absolutely necessary that such eq should be uniform upon all roads constituting a through line, and the obst securing uniformity by the action of the several States through which suc pass are apparent.

The regulation of these matters may properly be, and indeed must be, left gress or the Interstate Commission, which can prescribe rules applicable to th country, and make orders that can be enforced upon entire railway systems this in view the board has this year joined the commissions of other State dressing to Congress a petition asking that the Interstate Commission be req investigate the subject and propose some plan by which the desired results secured.

The same feeling was expressed in the resolution passed by th vention of railroad commissioners held at Washington in March present year:

Whereas thousands of railroad employés every year are killed or injured i ling or uncoupling freight cars used in interstate traffic and in handling the of such cars, and most of these accidents can be avoided by the use of uniform lers and train-brakes; and

Whereas the success and growth of the system of heating cars by steam from the omotive or other single source largely depends on the adoption in interstate traffic a uniform steam coupler; and

Whereas these subjects are believed to be of pressing importance and within the oper scope of the powers of the Congress of the United States, while attempts on e part of the individual States to deal with them have resulted and must continue result in conflicting regulations:

Resolved, That we do respectfully and earnestly urge the Interstate Commerce ommission to consider what can be done to prevent the loss of life and limb in coup- ig and uncoupling freight cars used in interstate commerce, and in handling the akes of such cars, and in what way the growth of the system of heating passenger ns from the locomotive or other single source can be promoted, to the end that said ommission may make recommendations in the premises to the various railroads ithin its jurisdiction and make such suggestions as to legislation on said subjects as ay seem to it necessary and expedient.

PROBLEM OF FEDERAL REGULATION.

If it is assumed that the condition of things thus briefly outlined calls r some Federal action in the interest of safety, particularly of the safety f workmen in railroad employ, it remains to consider what that action ould be.

Two distinct ways of proceeding are naturally suggested. Congress ay, should it see fit, pass definite statutes requiring that certain ap- liances be brought into use upon all the railroads of the country within certain time; or, having in view the difficulty and importance of the estion, it may prefer to make some provision for its further investiga- on, trusting that the mere fact that such an investigation is in progress ill not be without immediate results.

This Commission is not prepared to recommend a national law pre- ribing appliances. It does not assume to say that such legislation ill never be advisable, but it is not prepared to say that it is advisable present. The difficulties of formulating a law from which good re- lts could be expected are certainly very great, if not insurmountable, d, although pains have been taken to secure the views of all inter- ted, no legislation of this sort has been suggested that seems plainly be wise and safe. A statute requiring that all freight cars be fitted ith automatic couplers by a certain date—a requirement against which is probable that less could be urged than against any others sug- sted—has already been shown to be open to serious objections. It is possible to say what the results of such a law would be, but there is certainty that they would be good. If it did not bring about uni- rmity—and there is no assurance that it would—it would be most urious to all interests involved, including those of public safety.

While it is no doubt highly desirable that results be reached as soon possible, it is still more desirable that no mistakes be made. Noth- g could be more unfortunate than a repetition, on an enormous scale, the unsatisfactory results of State legislation. If the State statutes a few years ago regarding couplers had been national statutes, it seems

plain that the question would be in less hopeful condition than it is at present. The effect of that legislation was to hasten the adoption of a variety of automatic couplers, most of which must of course be set aside if uniformity is to be attained. In fact, the strongest opposition to the Master Car Builders' type of coupler—the one that, so far as can be seen has most chance of uniform adoption—is found in New England, where as a result of State legislation, automatic couplers not of that type have secured a strong hold. A reasonable prudence and regard for the lessons of previous experience require that action involving the compulsory use of particular appliances should be undertaken only with the greatest caution and upon more thorough investigation than has as yet been practicable. It has been suggested that for the present, at least, the interests of safety would be better served by providing for a board of specialists, so constituted as to command respect from both the railroads and the public, whose business it would be to make investigations and recommendations relating to railroad casualties.

To determine in detail precisely how such a board or bureau should be organized, just how much it should be expected to accomplish, and what powers should be given it, is a matter of much delicacy, in the study of which careful attention should be given to bodies of a similar sort now in existence.

Although we have had in this country no national inspection of railways, we have had for nearly fifty years something closely analogous to it in the steam-boat inspection service. And to find a nation which undertakes the inspection of railways with a view to the protection of human life we need go no farther than England, a country where the relations between railways and the government are in many respects similar to what we have at home. Such inspection is also undertaken in the countries of the Continent of Europe, but as the conditions in those countries are much less like our own than those in England, their methods are not so instructive. These two examples of effort on the part of Government to increase the security of human life, the steam boat inspection service of the United States and the English system of railway inspection, may profitably be regarded as representative of two distinct principles, both of which may be usefully studied in dealing with the subject now under consideration. In the former we have an example of an inspecting agency which not only investigates safety appliances and makes recommendations and reports, but also has considerable powers of actual interference and control. In the English statute under which inspectors are appointed it is expressly provided that "no person so appointed shall exercise any powers of interference in the affairs of any company." Both systems are successful, but it is clear that this success must be achieved in somewhat different manners. It is clear also that the inspecting agency, which has the more power, will require the more elaborate organization and incur the greater responsibilities. The system of steam-boat inspection under our own laws is

assumed to be familiar; a brief statement of the system of railway inspection in England is here given.

Although the English system of inspection of railways by officers acting under the direction of the Board of Trade dates back to 1840, the statute determining the powers and duties of the present inspectors was passed, like our act to regulate steam-vessels, in 1871. That statute, after authorizing the appointment of inspectors, "provided that no person so appointed shall exercise any powers of interference in the affairs of any company," gives each inspector power to inspect any railway, and all its stations, works, buildings, rolling stock, etc.; to require the attendance before him of any person in the management or employ of a company; to require such person to answer his inquiries, and to enforce the production of any papers he considers important for his purpose. Provision is also made for a more formal investigation in very serious cases to be conducted by a court, consisting of an inspector and persons designated by the board of trade to assist him. Such a court has no power beyond what is necessary for investigation. Its function ends when it submits a report of its findings to the Board of Trade.

Under this act the Board of Trade appoints as inspectors three officers detailed from the Royal Engineers.

Their position is practically a permanent one, and they are of course men whose character and abilities command respect from all quarters. Whenever an accident occurs in the United Kingdom of which the Board of Trade desire to make investigation (there need not necessarily have been any loss of life) one of these officers is selected to make it. He proceeds to the scene of the accident, conducts his investigation, and makes his report. As soon as this is printed a copy is sent to the management of the company on whose line the accident occurred. A blue book containing these special reports together with complete accident statistics, is published quarterly. The number of reports for each quarter, of course, varies greatly, but the average is about twenty-five. They enter into minute detail and yet are clear and vigorous. A short account of the accident and the damage done in it comes first; then follows a careful description of the surroundings; then the evidence in a concise form; and finally the concluding portion, in which the accident is discussed, responsibility fixed, and recommendations made.

The only power in the nature of actual interference which inspecting officers exercise is in the case of a new line. Such a line can not be opened till the Board of Trade gives its sanction, and the inspecting officers can and do require that everything that they think necessary for safety be provided before they recommend that this sanction be given. But when sanction is once given, the Board has no further power. After the line is open the company may even remove works which it has erected to obtain the Board's sanction; and there is no remedy.

Besides the quarterly publication of returns of accidents already

mentioned, two other documents, relating to safety appliances regularly issued by the Board of Trade. One is issued half-yearly relates to continuous brakes on passenger trains. It is made up c of returns which the companies are by act of Parliament requir make, showing in the most complete manner the number and pr tion of passenger cars fitted with continuous brakes, the kind of b used, every case of failure of continuous brakes to act, giving ca failure in detail, and in general the progress in the use of conti brakes from year to year. The second document is published y and contains similar returns relative to the interlocking of switc signal levers and the block system. The purpose of these public seems to be to assure complete publicity, to keep the people an railroads themselves alive to what the latter are or are not doing at the same time to furnish data from which the efficiency of v appliances may be studied. In addition to these regular public the Board from time to time issues circulars pertaining to matt which especial pressure seems to be necessary.

Although the success of this unpretentious system of regulatio been very decided, there has frequently, at times when accident peared especially numerous, been considerable agitation to hav supervisory authority of the Board of Trade extended. After in gation, however, the proposition to give the Board powers of control has invariably been rejected, and none have opposed it strongly than the Board itself and its inspecting officers. Durin past thirty years the prevention of accidents has several times be subject of parliamentary inquiries, the most thorough of which made by a royal commission appointed in 1874. Their report, pres three years later, is accompanied by a quarto volume of evidence taining 1,150 pages. Regarding an extension of the powers of the of Trade, they speak as follows:

> Large as are the powers now possessed by the Board of Trade and the railwa mission, in respect of railways, they are so adjusted and so limited as to leav the companies the undivided responsibility of working their lines. The first an important question, therefore, which we have had to consider, as affecting the character of our report, is whether our investigation leads us to advise a dep from this policy which has heretofore characterized railway legislation.
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> With this point in view we have given a wide scope to our inquiry. We ha only examined the responsible officers of the Board of Trade and of railway com but we have also received the statements of railway servants of every grade have, moreover, personally inspected railway premises and works in various throughout the kingdom, and investigated on our own behalf certain typical c railway accidents. And, in conducting these inquiries, we have given th est consideration to the system of railway management, especially with res the condition and dangers of railway servants. But upon full consideration not prepared to recommend any legislation authorizing such an interferenc railways as would impair in any way the responsibility of the companies for or loss of life caused by accident on their lines. To impose on any public depa the duty and to intrust it with the necessary powers to exercise a general over the practical administration of railways would not, in our opinion, be

prudent or desirable. A Government authority placed in such a position would be exposed to the danger either of appearing indirectly to guaranty works, appliances, and arrangements which might practically prove faulty or insufficient, or else of interfering with railway management to an extent which would soon alienate from it public sympathy and confidence, and thus destroy its moral influence, and with it its capacity for usefulness.

Even the powers now expressed by the Board of Trade in respect of new lines of railway are not wholly free from these objections. Here, however, the practical evils are so slight and the benefits are so considerable and definite that we think the only question is whether these powers might not be still further increased. But once a railway is opened the State now holds the company responsible to maintain it and work the traffic in a manner compatible with the public safety. The Government inspecting officers have powers of inspection, and their reports are exceedingly valuable; but to go further and clothe a government department with unlimited powers to interfere in the interests of public safety with the detailed working of traffic upon railways must necessarily create a concurrent responsibility, and in whatever measure this responsibility be cast upon a government board the responsibility now resting upon railway companies will be diminished.

This reasoning seems to be amply supported by the evidence, and, together with the other objections noticed, is believed to be conclusive against the institution of an administrative agency with power to enforce upon railroads the useof particular appliances.

In the consideration of the general subject of railroad inspection and supervision it should not be overlooked that there are in many of the States, if not all, statutory provisions of more or less vigor for the inspection of railroads in the respective States by State officials. The reports of some of the State railroad commissions show that their inspection of the railroad as a structure is very thorough. Some of the reports are also very full and complete as to accidents, showing their cause, nature, and extent, and in establishing the individual responsibility therefor when negligence or want of care was the cause. Twenty-six States have already provided for State commissions with powers and duties varying somewhat in degree, but of the same general character. The tendency is in the direction of increased power and duties in these boards. Judging from their rapid growth in the past both in numbers and scope, probably every State will soon have a commission upon which will be imposed, among other things, the duty of thorough annual inspection of the roads in each State, respectively, and of investigation of all matters pertaining to accidents and injuries in railroad operations. The necessity for Federal inspection and regulation will exist, as already shown, more especially where uniformity is required in safety appliances in the train equipment

With these general statements the whole subject is submitted to the wisdom of Congress. It will be perfectly obvious, on what is stated, that if any system of Federal inspection or supervision in respect to railroad appliances is provided for it must be impossible for the members of this Commission in person to perform the duties of such inspection and supervision.

INSURANCE FUNDS, AND THE RELATIONS OF CORPORATIONS THEIR EMPLOYÉS.

Though questions relating to the well-being of men in railroad e and of their families are not by the act to regulate commerce exp referred to this Commission, they are not so far foreign to it as t clude their receiving some attention at our hands. Indeed, the perity of railway corporations and the safety and usefulness service performed by them is largely connected with the condit their employés, and is therefore not only natural that public inte such condition should be largely enlisted on humanitarian ground that also it should receive the attention of public authorities b of its being a matter of general concern. The number of the ployés is very large. Their work is of peculiar importance to th lic, and is performed under circumstances of great responsibili danger. All these circumstances not only give them special upon public consideration, but enlist the public attention bec the large interests that all classes of the community have in th and judicious performance of their duties, which must always d in some degree upon their ability to make proper provision for selves and their families.

A comprehensive view of the relations which exist between the the corporations by which they are employed is therefore no less esting than important; and it seems desirable to the Commissio facts should be gathered showing not only what provisions were in the nature of insurance for the persons and families of em by organization among themselves, but also to what extent employers have made provisions for funds to accomplish a like pu For this purpose circulars were addressed to the heads of the m portant orders now in existence composed of railroad employés, a to officials of eighty-five of the leading railway companies. The of the information gathered by these circulars will appear in pendix to this report.

The main points upon which information was sought from the izations of employés were: Whether the order or organization pr any sort of insurance or benefit fund for the relief of the fami members in the event of injury, sickness, or death of the me whether any rules of apprenticeship prevailed before admission organization; whether grades of service among engineers and co ors were recognized, either by the organization or by their empl and, if so, what were the conditions of such grades, and whethe motions among shopmen were made from the men so employed o outsiders.

The principal questions asked of railroad managers were su tially the following: Whether an insurance or guaranty fun provided for employés in case of their disability by accident or i

or to relieve their families in either event, or in case of death. If so, all facts relating to the mode of accumulating such fund, its maintenance, disbursement, and conditions were called for; also, whether eating or lodging houses have been provided for trainmen when from home, or reading-rooms or other resorts; whether the company addressed had an established system of technical training for its men; whether a regular plan of promotion existed as an inducement to the employés to attain a high degree of efficiency; and whether special rules were promulgated to make sure of obtaining competent locomotive engineers and other trainmen.

An exhaustive analysis of the replies sent to the circular will not be attempted here, but an examination of them will prove interesting and profitable.

On the part of the labor organizations it is made to appear that there has been a very general adoption of something in the nature of a mutual insurance system on the assessment plan, whereby in case of injury or disability from sickness the beneficiary draws a stated weekly allowance, or, if death ensues, his family is made sure of a sum that will at least suffice to remove immediate want. There is every evidence that this insurance feature has the hearty support of the several brotherhoods or orders, and is greatly to the advantage of the members. The only questions made related to the methods to be employed and the persons to whom control should be given. Funds devoted to this purpose seem, so far as may be judged from the reports, to have been well managed, and the success that is claimed to have attended all efforts in this direction may be expected to continue with the spread of the system. An expression adverse to the relief associations organized by certain of the railroads is set forth by the grand secretary and treasurer of the Brotherhood of Railroad Brakemen, whose reasons will be found given in detail in Appendix 11.

In the matter of rules governing apprenticeships no fixed system seems to prevail, nor any desire to interfere with company regulation.

As to promotions, the prevailing sentiment favors making length of service the determining factor where other things are equal, and the bringing of men from the outside to fill positions is spoken of as a cause of dissatisfaction in one of the brotherhoods. Those who speak for the principal orders are unanimous in expressing their belief in the good results attending such associations, not only to those who are thus banded together, but to the employing companies. It is insisted that a more trustworthy and efficient class of men is secured thereby. One of the organizations, in particular, makes sobriety a condition of membership, and deviation therefrom a cause for expulsion. Harmonious relations between employers and employés are noticed in several communications.

The inquiries addressed to the railroad companies are quite fully answered and embody much valuable information. All to whom the

circular was addressed have responded fully, and of the eighty-five answering, twelve appear to have instituted insurance funds in the interests of their men; five others have hospital funds; five have benefit associations, supported wholly by employés; one contributes annually $500 for a like purpose, and one contemplates starting an insurance department at an early day. Fifty per cent. of the lines heard from furnish eating or lodging houses to their employés needing them. Twenty of them provide technical education to a greater or less extent, but in all cases where no regular technical training is supplied as such training the apprenticeship system prevails or men are selected who have proved their competency by actual service. It is plain from the responses obtained from both classes that with the growth of closer relations between employés and the corporations not only are the interests of both greatly promoted, but the public is assured of better and more efficient transportation service.

RAILROADS IN FOREIGN COUNTRIES.

In January, 1888, the Commission addressed a communication to the Secretary of State, expressing the desire that the Commission should be furnished with copies of such publications relating to railroads and internal commerce as are issued by foreign governments, and requesting his assistance in procuring the same. In compliance therewith the State Department transmitted to the Commission documents pertaining to railroads in China, Japan, Persia, Norway and Sweden, Netherlands, Dutch Colonial Possessions, Russia, Island of Trinidad, Uruguay and Paraguay, Argentine Republic, Chili, and Mexico. Extracts from some of these documents and abstracts of others are attached hereto (Appendix 12). The Commission is in possession of much information from other sources in respect of railroads in other foreign countries, which need not however be given at this time.

HOW THE ACT HAS BEEN ADMINISTERED.

The general course pursued by the Commission in the practical administration of the provisions of the statute, and the scope of its authority, are proper subjects of public interest.

The paramount aim of the Commission has been the object for which the statute was enacted, namely to bring the transportation business of the country under the control of its provisions. Undoubtedly the first duty of an administrative officer is to give effect to the law under which he acts. Much depends, however, on the manner in which this is done, and misdirected energy may render a law nugatory. A fanatical or sensational course rarely leads to good results, but, on the contrary, usually provokes antagonisms, and often tends to defiance of the law itself.

'hen a law relates to great business interests intended to be gov-
d by its provisions throughout the whole extent of a vast country
1 many diverse characteristics, great care is required to so adminis-
the law that it shall be respected and obeyed. In a matter of such
gnitude and importance as the transportation business of this coun-
many other things are required besides prosecutions for violations.
:eful interpretations of the provisions of the law, correct knowledge
:he subjects to which it applies, and of any distinctions in conditions
it may modify its application, are necessary, in order that it may be
elligently applied. A reasonable time was also required to enable
siness interests generally to become familiarized with the changed
thods under the law, and for carriers to adjust their classifications
l schedules and their modes of business to the new requirements.
It was deemed a matter of primary importance to bring the interests
ected into harmonious relations to the law, and to understand that,
ile it revolutionizes certain methods, it is something more than a
rely punitive statute, defining crimes and providing for their punish-
nt, and that its ultimate purpose is the general good of the country,
t less of the carriers themselves than of the public. This may involve
at is sometimes called an educational process, but when many
rses of long standing are to be unlearned, as well as right courses
be learned, it is an important process in dealing with intelligent
n, not essentially bad nor engaged in criminal pursuits, but whose
lts were in many respects wrong methods in the conduct of a legiti-
te business, in which they had too often been taught that success
ght be regarded as justifying the methods employed. A standard of
ht and wrong as well as of legal duty was to be set up, and conform-
to this standard induced, if possible, by the conviction that their
e interests would be better promoted. The numerous complaints
m parties interested, calling for investigation and decision, and the
portunities they afforded for explaining the principles of the law and
nting out the rules to be observed, it was thought would for a time
gely aid in producing this conviction, and perhaps suffice in the form
prosecutions. It was not doubted that, if the carriers of the country,
naged in great part by well-informed and able men, could become
vinced that compliance with the law would result in better relations
tween themselves and between carriers as a class and the public, and
t their interests would be subserved in consequence, only exceptional
tances would remain to be dealt with by punitive methods.
Much attention, therefore, has been given to this aspect of adminis-
tion, and the Commission believes that upon the whole good results
ve followed, and that the body of the carriers of the country are in
cord with its efforts in this direction and desirous in general to co-
erate in the enforcement of the law.
In consideration of the motives that usually influence human con-

duct in great business affairs in which the whole country is concern it was believed that at the outset at least, and until leading princip were fairly settled, it would be more profitable for the Commission the most part to lay down rules of conduct for the present and futu and by frequent conference and intercourse with managers to h those rules observed, than to devote its time mainly to instituting conducting penal and criminal prosecutions. There is also in the p lic mind a sense of incongruity between the prosecuting function, volving as it does detective methods and an attitude of hostility, the judicial function, rightly expected to require impartial and just vestigation and decision of controverted questions of law and fact. is a fundamental principle, and generally provided for by statutes, t every man shall have a fair trial before a tribunal free from any sible bias that might arise from relationship, interest in the result partisan connection as attorney or counsel, or who may become a p ecutor in the transaction.

It is not intended to be implied that official prosecutions should be instituted directly by the Commission. The enforcement of the by the methods provided for in the act is part, and a material part its duty, and prosecutions constitute one of those methods. It is o meant that prosecutions in the courts, inaugurated and carried on the Commission, would necessarily have superseded other duties t were more useful and apparently more important. The preparat and conduct of prosecutions, if made the main duty, would inevita occupy nearly the whole time of the Commission, and leave little opp tunity for other matters. Such prosecutions must take place in United States courts. They are not cognizable before the Commissi The jurisdiction of the Commission does not cover suits for penalt or criminal indictments. The theory of the act is similar to that u which several State commissions have been created, that the Comm sion shall investigate and report its conclusions of fact and law, and certain instances award reparation for damages, but that its determi tions are only enforcable in the courts, for which purpose its conc sions of fact are prima facie evidence.

The publicity that ensues from the exposure of practices or acts t are wrong, or in contravention of the statute, brings the force of pub opinion to bear upon them, an element of great importance in the ministration of all laws, and the conclusions, or even suggestions, the Commission are almost invariably acquiesced in by the carriers.

Any person is at liberty to prosecute in the courts for penalties crimes under the act, or for infractions of its provisions, and any pa to a proceeding before the Commission may resort to the courts to ha its conclusions or awards enforced in a summary way. One serio difficulty, however, that exists in penal and criminal prosecutions, is procuring testimony to show violations of the statute. The more pub

violations, such as failures to file and publish tariff schedules, or greater charges for shorter than for longer distances when not claimed to be justified under the law, are of rare occurrence, and no one is a party to them except the carrier, but violations of a more private character, such as rebates or discriminations in rates for freight or passengers, or underbilling or false billing of traffic, can not exist without complicity between the shippers and the carriers. These are never open or public, but secret. The interest of both parties to the transaction requires concealment, as well to escape the penalties of the law as for other reasons. Proof of such cases is obviously difficult to obtain. Instances occur in which the inference is strong that some feature of the law has been violated or evaded, but inferences to warrant convictions must be drawn from facts and circumstances proved, and when both parties to such transactions are interested in keeping them secret, or liable to similar punishment, the necessary evidence of the facts tending to show culpability of a carrier, or of some officer or agent, is not easily procured. And the settled principle of our jurisprudence that protects a man from giving compulsory evidence criminating himself is a shield under which offenses may frequently hide.

The provision in the act that the claim that testimony may tend to criminate the witness shall not excuse him from testifying, but that his evidence shall not be used against him on the trial of any criminal proceeding, does not entirely meet this difficulty.

These observations indicate, in a general way, the considerations that for a time have governed the action of the Commission. The time has come, however, when more aggressive steps can properly be taken. No excuse can longer be made that the law is not understood or that sufficient time has not elapsed to give the carriers opportunity to conform their methods to its requirements.

AMENDMENTS TO THE ACT.

The twenty-first section of the statute requires the Commission to report to Congress such recommendations as to additional legislation relating to the regulation of commerce as it may deem necessary. Pursuant to this requirement, the Commission reports that, in the practical administration of the law, it has become convinced that certain additional legislation, some in the form of amendments to existing sections, and others in the form of additional sections, is important and necessary.

These may be briefly summarized as follows:

(1) An amendment to the first section correcting some ambiguities of language, and making more definite and certain the transportation, both interstate and international, intended to be subject to the provisions of the act.

(2) An amendment to the third section relating to the routing and the interchanges of traffic between carriers, so as to better provide for through traffic at through rates over connecting lines. This amend-

ment was recommended in the report for the year 1888, and is now repeated.

(3) An amendment to the twelfth section, relating to the attendance of witnesses, and to the taking of testimony by deposition. Objection has been made that the attendance of witnesses can not be required outside of the judicial district in which they reside. The Commission believes the objection is not well founded, and that the law could not be effectually administered under such a rule. As the fact that the objection has been made indicates that obstructions and delays may occur, it is better that the language of the act should be open to no misconstruction.

Depositions are authorized by law to be taken for use in the Federal courts, but there is now no provision for taking testimony by deposition to be used before the Commission, and it can only be done by the consent of parties. This practice has been followed in many instances, but it is obvious that it ought not to be merely voluntary. As the taking of testimony in that manner is a great convenience and lessens expense as well as facilitates business, it should manifestly be authorized.

(4) An amendment to the twenty-second section, providing that the provisions of the act shall not prevent the free carriage of persons injured in railroad accidents and the physicians and nurses for attendance upon and care of persons so injured, nor prevent the transportation free or at reduced rates of the actual resident members of the families of employés of railroad companies.

Some other matters deemed necessary to be provided for by additional legislation would perhaps be more appropriate for new or supplemental sections to the act than as amendments to existing sections. These are:

First. The prohibition of the payment of commissions by one railroad company to ticket agents of another railroad company for passenger transportation, and the like prohibition of commissions for soliciting or procuring traffic to outside organizations or persons.

Second. The abolition of ticket brokerage by requiring, as elsewhere suggested in this report, that every person who sells passenger tickets shall be duly authorized by the company for which he sells, and exhibit his authority, and that the company shall be responsible for his acts. If deemed practicable, the price at which the ticket may be sold might also be required to be stamped upon the ticket. And further, requiring companies that sell excursion tickets to redeem unused coupons.

Third. The regulation of the payment of car mileage for the use of cars of private companies or individuals.

Fourth. An extension of the law to make it apply to common carriers by water.

Other subjects upon which legislation may be deemed expedient are *discussed* in this report without recommendation, and submitted to the *consideration* of Congress.

ır documents published in the appendix are the amended act to
te commerce and the amended rules of practice adopted by the
ssion. (Appendix 13 and 14.)
of which is respectfully submitted.

THOMAS M. COOLEY,
WILLIAM R. MORRISON,
AUGUSTUS SCHOONMAKER,
WALTER L. BRAGG,
WHEELOCK G. VEAZEY,
Interstate Commerce Commissioners.

APPENDICES.

APPENDIX 1.

APPROPRIATION, STATEMENT OF EXPENDITURES AND PERSONS EMPLOYED BY THE COMMISSION.

STATEMENT OF APPROPRIATIONS AND AGGREGATE EXPENDITURES FOR THE INTERSTATE COMMERCE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1889.

Sundry civil act October 2, 1888.—For salaries of Commissioners, as provided by the "Act to regulate commerce"	$37,500.00	
For salary of Secretary, as provided by the "Act to regulate commerce"	3,500.00	
		$41,000.00
For all other necessary expenditures to enable the Commission to give effect to and execute the provisions of the said "Act to regulate commerce"		109,000.00
Deficiency act, October 19, 1888.—"That the unexpended balance of the sum of twenty-five thousand dollars appropriation by the deficiency appropriation act approved March thirtieth, eighteen hundred and eighty-eight, to enable the Interstate Commerce Commission to properly carry out the objects of the act to regulate commerce, be, and the same is hereby, re-appropriated and made available for expenditure during the fiscal year eighteen hundred and eighty-nine"		11,992.41
		161,992.41
Amount paid as salaries to Commissioners and secretary (one Commissioner having resigned March 31, 1889)	38,666.70	
Amount expended for all other purposes, (excluding $272.98 expended in putting in additional window, afterwards refunded by Robert O. Holtzman, agent for Sun building)	110,786.75	
		149,453.45
Unexpended balance June 30, 1889		12,538.96
MEMO.—The unexpended balance given comprises the amount of—Appropriation for salaries of Commissioners unexpended (due to vacancy above)		2,333.30
And the amount of appropriation for all other purposes unexpended		10,205.66
		12,538.96

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1889.

Salaries of Commissioners and secretary, (one Commissioner resigned March 31, 1889	$3
Employés:	
One auditor, 12 months, at $225 per month	$2,700.00
One statistician, 8 months and 20 days, at $208.33⅓ per month	2,051.06
One assistant auditor, 12 months, at $150 per month	1,500.00
One assistant tatistician, 1½ months and 24 days at $125 per month, and 6½ months at $150 per month	1,259.24
One clerk, 3 months at $100, and 9 months at $125 per month	1,425.00
One clerk, 3 months and 9 days at $100, and 8 months and 22 days at $125 per month	1,417.71
One clerk, 3 months and 10 days at $100, and 8 months and 21 days at $125 per month	1,416.88
One stenographer, 9½ months, at $150 per month	1,425.00
Four stenographers, 5½ months at $100, and 6½ months at $125 per month	5,450.00
One stenographer, 3½ months, at $125 per month	437.50
One clerk, 10½ months at $100, and 1½ months at $125 per month	1,237.50
Nine clerks, 12 months, at $100 per month	10,800.00
One clerk, 10 months and 18 days, at $100 per month	1,059.68
One clerk, 10½ months, at $100 per month	1,050.00
One clerk, 9 months and 13 days, at $100 per month	943.33
One clerk, 9 months, at $100 per month	900.00
One clerk, 8 months and 24 days, at $100 per month	877.42
Three clerks, 8 months and 23 days, at $100 per month	2,622.57
One clerk, 8 months and 16 days, at $100 per month	853.22
One clerk, 8 months and 14 days, at $100 per month	845.16
One clerk, 8 months and 8 days, at $100 per month	825.80
One clerk, 8 months, at $100 per month	800.00
One clerk, 7½ months and 3 days, at $100 per month	760.00
One clerk, 7½ months and 1 day, at $100 per month	753.33
One clerk, 7½ months, at $100 per month	750.00
One clerk, 7 months and 12 days, at $100 per month	740.00
One clerk, 7 months and 8 days, at $100 per month	726.67
One clerk, 6½ months and 12 days, at $100 per month	688.71
One clerk, 6 months and 17 days, at $100 per month	654.84
One clerk, 6 months and 5 days, at $100 per month	616.13
One clerk, 5½ months and 7 days, at $100 per month	572.58
One clerk, 5½ months and 4 days, at $100 per month	562.90
One clerk, 5 months and 15 days, at $100 per month	548.39
One clerk, 5 months and 11 days, at $100 per month	535.47
One clerk, 5 months and 8 days, at $100 per month	525.81
One clerk, 5 months and 7 days, at $100 per month	522.58
One clerk, 5 months, at $100 per month	500.00
One clerk, 4 months and 27 days, at $100 per month	490.00
One clerk, 4½ months, at $100 per month	450.00
One clerk, 4 months, at $100 per month	400.00
One clerk, 3 months and 14 days, at $100 per month	345.16
One clerk, 3 months, at $100 per month	300.00

Employés—Continued.		
One clerk, 2½ months and 8 days, at $100 per month	$276.67	
One clerk, 2½ months and 7 days, at $100 per month	273.33	
One clerk, 2½ months and 4 days, at $100 per month	263.33	
One clerk, 2½ months and 1 day, at $100 per month	253.33	
One clerk, 2 months and 13 days, at $100 per month	243.33	
One clerk, 2 months and 4 days, at $100 per month	213.33	
One clerk, 1½ months and 6 days, at $100 per month	170.00	
One clerk, 1 month and 4⅓ days, at $100 per month	113.90	
One clerk, ½ month, at $100 per month	50.00	
Two messengers, 12 months, at $60 per month	1,440.00	
One messenger, 2 months, at $50, and 7 months, at $60 per month	520.00	
One messenger, 7½ months and 1 day, at $60 per month	452.00	
One messenger, 5½ months and 19 days, at $60 per month	366.77	
One messenger, 3 months, at $60 per month	180.00	
One typewriter, 5½ months and 12 days, at $50, and 4½ months, at $60 per month	564.35	
829 hours of work, at 60 cents, and 40⅔ hours, at 40 cents per hour	513.70	$59,533.68
Traveling expenses of Commission from Washington to New York, Chicago, and Baltimore, at divers times; Jefferson City, Mo.; Kansas City, Mo.; Dubuque, Iowa, and Titusville, Pa., to make investigation (including expenses of the secretary, auditor, and stenographer, when accompanying the Commissioners):		
Railway fares and accommodations while traveling, transportation of baggage, and omnibus fares	1,967.74	
Hotel bills and meals en route	1,223.25	
Telegrams, stationery, and necessary messenger service	20.70	
Rent of room at New York and Titusville to hold investigation	56.25	
Marshal's fees at Chicago and Baltimore (including fees of witnesses)	82.55	
		3,350.49
Rent for offices (fifth, sixth, and seventh floors) Sun building		10,065.00
Desks, tables, chairs, stools, carpets, shades, awnings, book-cases, and fitting up offices of seventh floor for use		4,041.70
Printing reports, decisions, circulars, orders, blanks, and stationery		29,378.41
Railway and law books		1,313.88
Janitor, ice, carrying mail, stamps, telegrams, expressage, and other incidental expenditures		3,376.57
		149,726.43
Less amount refunded by R. O. Holtzman for putting in window		272.98
Total amount of expenditures from July 1, 1888, to June 30, 1889		149,453.45

EDW. A. MOSELEY,
Secretary and Disbursing Agent.

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 3 1889.

Name.	Office.	Whence appointed.	Time employed.	Pe mon
C. Curtice McCain	Auditor	Minnesota	1 year	$2
Henry C. Adams	Statistician	Michigan	8 months and 20 days	3
Jesse M. Smith	Assistant auditor.	Kentucky	1 year	15
James A. Case	Assistant statistician.	Indiana	6½ months	15
Do	do	do	1½ months and 24 days	1
Martin S. Decker	Clerk	New York	9 months	1
Do	do	do	3 months	1
George S. Roberts	do	Vermont	8 months and 22 days	1
Do	do	do	3 months and 9 days	1
Edward L. Pugh	do	Alabama	8 months and 21 days	1
Do	do	do	3 months and 10 days	1
John J. Linney*	Stenographer	Virginia	9½ months	1
Frederick S. Hubbard	do	Michigan	6½ months	1
Do	do	do	5½ months	1
Frank Lyon	do	Virginia	6½ months	1
Do	do	do	5½ months	1
Daniel M. Wood	do	New York	6½ months	1
Do	do	do	5½ months	1
Charles H. Burnett	do	District of Columbia	6½ months	1
Do	do	do	5½ months	1
Louis C. Ferrell*	do	Illinois	3½ months	1
Stephen C. Mason	Clerk	Vermont	1½ months	1
Do	do	do	10½ months	1
Russell MacCarthy	do	New York	1 year	1
Harry G. Morison	do	do	do	1
Willie P. Mangum	do	Arkansas	do	1
William H. Denlinger	do	Illinois	do	1
J. Howard Fishback	do	District of Columbia	do	1
Thomas Jackson, jr	do	New York	do	1
Harry Newcomb	do	Michigan	do	1
Nathan C. Munroe	do	Georgia	do	1
Willoughby S. Chesley	do	Maryland	do	1
James H. Leonard	do	Missouri	10 months and 18 days	1
Louis Livaudais	do	Louisiana	10½ months	1
Albert G. Henry	do	Pennsylvania	9 months and 13 days	1
Henry Lee Hatch*	do	Vermont	9 months	1
William R. Williams	do	North Carolina	8 months and 24 days	1
Solon T. Williams	do	Kansas	8 months and 23 days	1
L. Fenn Fletcher	do	Illinois	8 months and 23 days	1
Albert E. Furniss	do	Connecticut	8 months and 23 days	1
Harry E. Van Der Voort	do	Nebraska	8 months and 16 days	1
Arthur D. Marshall	do	Oregon	8 months and 14 days	1
Robert E. Lewis	do	District of Columbia	8 months and 8 days	1
Robert G. Batten	do	Georgia	8 months	
Walter E. Burleigh	do	New Hampshire	7½ months and 3 days	
Edwin B. Smith	do	Texas	7½ months and 1 day	
Charles A. Molloy*	do	Ohio	7½ months	
Jack F. Moss	do	Mississippi	7 months and 12 days	
Martin A. Watson	do	Michigan	7 months and 8 days	
Ira M. Krutz*	do	Indiana	6½ months and 12 days	

* Resigned.

CLERICAL FORCE OF THE COMMISSION, ETC.—Continued.

ame.	Office.	Whence appointed.	Time employed.	Per month.
rook	Clerk	Virginia	6 months and 17 days	$100.00
Woodward*	do	Tennessee	6 months and 5 days	100.00
. Roman	do	District of Columbia	5½ months and 7 days	100.00
Conner	do	New Jersey	5½ months and 4 days	100.00
Blizzard	do	West Virginia	5 months and 15 days	100.00
Temp	do	Tennessee	5 months and 11 days	100.00
anty	do	Illinois	5 months and 8 days	100.00
Croseland	do	South Carolina	5 months and 7 days	100.00
Cooley	do	Michigan	5 months	100.00
arrison†	do	Texas	4 months and 27 days	100.00
Tillie	do	Florida	4½ months	100.00
Govan†	do	Mississippi	4 months	100.00
onnor	do	Missouri	3 months and 14 days	100.00
Hatch	do	Vermont	3 months	100.00
n Tillinghast	do	Rhode Island	2½ months and 8 days	100.00
uley	do	Kentucky	2½ months and 7 days	100.00
riffin	do	Wisconsin	2½ months and 4 days	100.00
Mathews	do	Maine	2½ months and 1 day	100.00
Clarke	do	Florida	2 months and 13 days	100.00
. Russell	do	Massachusetts	2 months and 4 days	100.00
inney†	do	Virginia	1½ months and 6 days	100.00
cMillan	do	District of Columbia	1 month and 4½ days	100.00
tt	do	Missouri	One-half month	100.00
ynch	Messenger	Alabama	One year	60.00
wen	do	District of Columbia	do	60.00
ilstead	do	Virginia	7 months	60.00
	do	do	2 months	50.00
Brodhead	do	New York	7½ months and 1 day	60.00
Richmond	do	District of Columbia	5½ months and 19 days	60.00
nney‡	do	Virginia	3 months	60.00
Mack	Type-writer	Michigan	4½ months	60.00
	do	do	5½ months and 12 days	50.00

eased. †Resigned. ‡Promoted.

LIST OF PERSONS EMPLOYED BY THE INTERSTATE COMMERCE COMMISSION DECEMBER 1, 1889.

Name.	Office.	Whence appointed.	Per month.
C. Curtice McCain	Auditor	Minnesota	$225.00
Henry C. Adams	Statistician	Michigan	208.33
Jesse M. Smith	Assistant auditor	Kentucky	150.00
J. A. Case	Assistant statistician	Indiana	150.00
Martin S. Decker	Clerk	New York	125.00
George T. Roberts	do	Vermont	125.00
Edward L. Pugh	do	Alabama	125.00
Stephen C. Mason	do	Vermont	125.00
Frederick S. Hubbard	Stenographer	Michigan	125.00
Frank Lyon	do	Virginia	125.00
Daniel M. Wood	do	New York	125.00
Charles H. Burnett	do	do	125.00
Solon T. Williams	do	Kansas	125.00
J. Howard Fishback	do	District of Columbia	100.00
Russell MacCarthy	Clerk	New York	100.00
Harry G. Morison	do	do	100.00
Willie P. Mangum	do	Arkansas	100.00
William Holliday Denlinger	do	Illinois	100.00
Thomas Jackson, jr	do	New York	100.00
Harry Newcomb	do	Michigan	100.00
Nathan C. Munroe	do	Georgia	100.00
Willoughby S. Cheeley	do	Maryland	100.00
James H. Leonard	do	Missouri	100.00
Louis Livaudais	do	Louisiana	100.00
William R. Williams	do	North Carolina	100.00
L. Fenn Fletcher	do	District of Columbia	100.00
Albert E. Furniss	do	Connecticut	100.00
Harry E. Van Der Voort	do	Nebraska	100.00
Arthur D. Marshall	do	Oregon	100.00
Robert E. Lewis	do	District of Columbia	100.00
Robert Grosvenor Batten	do	Georgia	100.00
Walter E. Burleigh	do	New Hampshire	100.00
Edwin B. Smith	do	Texas	100.00
Jack F. Moss	do	Mississippi	100.00
John J. Lybrook	do	Virginia	100.00
Frederick O. Roman	do	District of Columbia	100.00
Edward B. Blizzard	do	West Virginia	100.00
Peyton B. Kemp	do	Tennessee	100.00
Dennis J. Canty	do	Illinois	100.00
George M. Crossland	do	South Carolina	100.00
James J. Willie	do	Florida	100.00
William Moore Hatch	do	Vermont	100.00
W. Wheaton Tillinghast	do	Rhode Island	100.00
Rowan B. Tuley	do	Kentucky	100.00
Frank V. Griffin	do	Wisconsin	100.00
Milton H. Mathews	do	Maine	100.00
Frederick P. Russell	do	Massachusetts	100.00
Robert McMillan	do	Indiana	100.00
Harold Remington	do	Ohio	100.00
Grassie G. Bulkley	do	District of Columbia	100.00
George A. C. Christiancy	do	Colorado	100.00
Fred. S. Towle	do	Massachusetts	100.00
John A. Shearer	do	Pennsylvania	100.00

LIST OF PERSONS EMPLOYED BY THE INTERSTATE COMMERCE COMMISSION DECEMBER 1, 1889—Continued.

Name.	Office.	Whence appointed.	Per month.
James Phillips	Clerk	North Carolina	$100.00
Buford A. Lynch	Junior clerk	Alabama	75.00
Ervin C. Bowen	....do	District of Columbia	75.00
Duncan L. Richmond	....do	....do	75.00
Harry S. Milstead	....do	Virginia	75.00
William T. Brodhead	Messenger	New York	60.00
John B. Clipper	....do	Maryland	60.00
James H. Lewis	....do	District of Columbia	60.00
PERSONS TEMPORARILY EMPLOYED.			
James A. Connor	Clerk	Missouri	100.00
John J. McAuliffe	Stenographer	New Hampshire	100.00
William R. Mack	Type-writer	Michigan	60.00
D. Henry Ainsworth	....do	Kansas	*2.50
Victor A. Lewis	....do	Maryland	*2.00
James S. Fitzhugh	Messenger	Texas	60.00
Eugene L. Gaddess	Type-writer	Virginia	40.00

*Per day.

EDW. A. MOSELEY,
Secretary.

APPENDIX Z.

CIRCULAR.

MARCH 12, 18

To all carriers subject to the act to regulate commerce :

The amendment to the act to regulate commerce, adopted Marc 1889, contains the following provision :

> Schedules shall be plainly printed in large type and copies for the use of the p shall be posted in two public and conspicuous places in every depot, station, or of such carrier where passengers or freight, respectively, are received for transp tion, in such form that they shall be accessible to the public and can be conveni inspected.
>
> * * * * * * *
>
> The Commission may determine and prescribe the form in which the schedul quired by this section to be kept open to public inspection shall be prepared an ranged, and may change the form from time to time as shall be found expedien

Much care will be required in deciding upon a general form of sc ules; possibly various forms may be required in order to meet the ferent conditions of business. No action under the clause last qu can be immediately announced.

The posting of schedules in two public and conspicuous places is imperative, and is a substitution for the former provision which requ such schedules to " be plainly printed in large type of at least the of ordinary pica, and copies for the use of the public shall be kep every depot and station upon any such railroad, in such places an such form that they can be conveniently inspected."

This change in the law requires immediate attention on the par the carriers. The Commission suggests that one at least of the pl to be provided in each depot, station or office should be a standing which may be attached to the wall, at a convenient height, at sligh pense, and upon which the tariffs and classifications can be laid in l

APPENDIX 3.

CIRCULAR.

[Superseding that of March 7, 1889.]

MARCH 23, 1889.

ıntion of carriers is called to the act of Congress approved 1889, entitled "An act to amend 'An act to regulate com- The Interstate Commerce Commission has caused the inter- nerce law as thus amended to be printed for general distribu- will furnish copies on application by mail or otherwise.

3 of the act as it now stands contains the following provisions to joint tariffs:

e shall be made in joint rates, fares, and charges shown upon joint tariffs, ten days' notice to the Commission, which shall plainly state the changes be made in the schedule then in force, and the time when the increased or charges will go into effect. No reduction shall be made in joint rates, arges, except after three days' notice to be given to the Commission as is led in the case of an advance of joint rates. The Commission may make proposed advances, or such reductions, in such manner as may, in its deemed practicable, and may prescribe from time to time the measure of ich common carriers shall give to advances or reductions in joint tariffs.

e observed that an advance in rates shown upon joint tariffs en "except after ten days' notice to the Commission," and a in such rates is also forbidden "except after three days' notice a to the Commission." The time in each case is to be com- ı the day when the notice of advance or reduction reaches the e Commission in Washington.

t tariffs now filed in the office of the Commission will be under- emaining in force until due notice of any change is given. other tariff is filed the rates on traffic carried over or upon one line will be the sum of the local rates of the individual f local and joint rates, as the case may be.

ımission has made order that—

ces and reductions in joint rates, fares, and charges shown upon joint shed by common carriers subject to the provisions of the act to regulate all be made public.

: advance or reduction shall be so published by plainly printing the e type, two copies of which shall be posted for the use of the public in nd conspicuous places in every depot, station or office of such carrier igers or freight, respectively, are received for transportation under such such form that they shall be accessible to the public and can be con- pected. Such schedules shall be so posted ten days prior to the taking such advance and three days prior to the taking effect of any such re- int rates, fares, and charges.

The amendment to the act further provides as follows:

It shall be unlawful for any common carrier, party to any joint tariff, to char demand, collect, or receive from any person or persons a greater or less compensat for the transportation of persons or property, or for any services in connection the with, between any points as to which a joint rate, fare, or charge is named there than is specified in the schedule filed with the Commission in force at the time.

It is therefore now a criminal offense for any carrier, party to a joi tariff, to participate in the reception of compensation above or belo the established rate.

Another provision of the act as amended requires the Commission t execute and enforce the provisions of the act, and makes it the duty o any district attorney of the United States, upon the request of th Commission, to institute and prosecute all necessary proceedings fo that purpose.

The rule heretofore existing which requires ten days' public notice o any advance in the rates established by individual carriers is enlarge by adding the following provision:

Reductions in such published rates, fares, or charges shall only be made after thr days' previous public notice, to be given in the same manner that notice of an a vance in rates must be given.

It will be seen that joint tariffs and individual tariffs are now und substantially the same rules. Neither can be reduced without thr days' public notice, or advanced without ten days' public notice; an the Commission must also be notified of all contemplated changes; i dividual and joint tariffs alike must be observed in their integrity.

In reference to the application of these provisions of the law to expo traffic, the Commission understands that tariffs now on file in its offic established by carriers accepting merchandise billed or intended for e port by sea, are made in compliance with its order of the date of Mar 8, 1888, and whether they be individual or joint tariffs the requireme of notice of any change therein is the same as in the case of other tari Imported traffic transported to any place in the United States from port of entry or place of reception, whether in this country or in an a jacent foreign country, is required to be taken on the inland tariff g erning other freights.

By order of the Commission.

EDW. A. MOSELEY,
Secreta

APPENDIX 4.

STATEMENT OF POINTS DECIDED BY THE COMMISSION DURING THE YEAR ENDING NOVEMBER 30, 1889.

In the Matter of Passenger Tariffs and Rate Wars.

Reduction of passenger rates without consent of connecting lines over which tickets are sold, and without filing schedules thereof with the Commission, *held* to be in violation of section 6 of the act to regulate commerce.

A passenger rate war in which rates were repeatedly reduced by several competing lines to an exceedingly low basis on a particular class of traffic, without any filing of tariffs, was contrary to the requirements of law, as well as against the true interest of each party thereto.

Reductions in competitive passenger rates can not legally be made without at the same time reducing intermediate rates, as required by the fourth section of the act.

No necessity or compulsion is created by a war of rates which justifies disobedience of the statute.

The employment of ticket brokers and scalpers for the sale of railroad tickets placed in their hands, to be disposed of at reduced rates under the pretense of paying commissions thereon, *held* illegal.

Rates lower than the established tariff are prohibited by law.

Rates obtained from ticket brokers lower than those offered at the regular offices of the company effect unjust discrimination.

The business of ticket brokers and scalpers investigated and described.

Existing methods respecting excursion and mileage tickets considered and found to lead to various abuses.

Recommendations made for amendment of the law.

William P. Rend *v.* The Chicago and North-Western Railway Company.

Group rates may be properly made from a large number of mines composing a coal mining district extending across the State of Illinois, to points in western Wisconsin, Minnesota and Dakota, the distance from each part of the group by some route being substantially a fair equivalent of the distance from other parts, and the commercial necessities being substantially the same for all.

The group rate so established is properly extended to coal shipped from the same territory locally from Chicago, no lower rate being possible on account of the operation of the fourth section of the act, some of the lines passing through the mining district en route from Chicago to the points of distribution.

Through rates by way of Chicago to the same territory from mines in the eastern part of the group are necessarily made the same with the group rates established on other routes from the same vicinity, and their discontinuance would simply leave the market open to the product of other Illinois mines at the same transportation charge.

Under the exceptional circumstances requiring such through rates, shippers locally from Chicago of Ohio and Pennsylvania coal can not justly insist upon rates no higher than the division of such through rate which appertains to the lines running northwest from that city, the circumstances under which the through rate is made being such that it can not be differently adjusted.

The question of relative injustice must be viewed upon broader grounds than a mere balancing of one rate against another. A reduction which will throw into confusion an adjustment of rates over a large section of country which are not claimed to be unreasonable of themselves, should not be required without a clear right thereto exists under some direct provision of the law.

A reduction of the rates on local shipments from Chicago to the proportion received by the northwestern lines upon the division of the through rates aforesaid would involve either a general reduction from the entire group under the short-haul clause of the law, or an abandonment by defendant of the through rates in question, neither of which would benefit complainant, while both would do great injury to all other interests. Under such circumstances the preference is not undue nor is the advantage complained of unreasonable.

The Chamber of Commerce of the City of Milwaukee *v.* The Flint and Pere Marquette Railroad Company and the Detroit, Grand Haven & Milwaukee Railway Company.

1. The rate of 30½ cents per 100 pounds on wheat, flour, and mill stuffs from Minneapolis *via* Milwaukee to New York and common billing points, established by the defendants and their connecting lines, February 1, 1888, was a through rate.
2. The percentage amounting to 25 cents per 100 pounds received by the defendants and their connecting lines east of Milwaukee as their proportion of this through rate on shipments from Minneapolis and points west of Milwaukee and between Milwaukee and Minneapolis, while the defendants charge 25½ cents per 100 pounds on the same class of freight originating at Milwaukee and transported over their lines and connecting lines to eastern points, was not an unjust discrimination against Milwaukee, nor did it injure the business of Milwaukee, nor was it a violation of the act to regulate commerce, approved February 4, 1887.
3. A rate is none the less a through rate when freight is shipped upon a through bill of lading from the point of origin to destination, accompanied by a way-bill showing the route over which it is to pass, with the percentages of all the other lines set forth on the way-bill, because the initial carrier charges its local rate as part of the total rate and the remaining lines charge an agreed rate made by percentages.

4. When a combined rate, evidenced by a through bill of lading from the point of origin to destination, has every substantial constituent of a through rate, it is not necessary that it should be formally "quoted" by one of the carriers to another who is engaged in the making of it, in order to constitute it a through rate. Names are nothing in such a transaction; the law looks at the elements and substance of the transaction itself.
5. Through rates, as such, discussed and defined.
6. Through rates, like any other agreements that parties competent to contract may make, admit of very great variety in the forms they assume; and such rates, when reasonable and fairly adjusted in their relations to local business, are greatly favored in the law because they furnish cheapened rates and greater facilities to the public, while at the same time they give increased employment and earnings to a larger number of carriers.
7. The difference between proportions of through rates along the same lines should be fairly reasonable in amount and properly guarded in their application, and not such as to injure or suppress business in one locality in order that it may be stimulated and built up in another.
8. Where a rate is in itself a through rate and made up of percentages to an intermediate point on a long haul, the circumstances and conditions of transportation must be rarely exceptional indeed to be of such controlling force as to warrant any considerable excess of such a rate in amount over a percentage of a through rate for an equal distance along the same line by way of the same point to a more distant point.
9. Milling in transit rates as part of a through rate in this case discussed.

ilton L. Myers, survivor of Hostetter & Company, *v.* The Pennsylvania Company, operating the Pittsburgh, Fort Wayne and Chicago Railway; the Baltimore and Ohio Railroad Company; the Lake Shore and Michigan Southern Railway Company; the Pittsburgh and Lake Erie Railroad Company; the New York Central and Hudson River Railroad Company; the Allegheny Valley Railroad Company; and the Pennsylvania Railroad Company.

Hostetter's Stomach Bitters, prior to the act to regulate commerce, were shipped under the Middle and Western States Classification in the third class in less than car-loads, and in the fourth class in car-loads.

Bitters generally in that classification were classed in first class in less than car-loads, but were also put in the third class, with the specification "Manufacturer's Account, released by shipper," under which these bitters were shipped. No other article, except wine, was so classified and shipped.

After the act to regulate commerce, the Official Trunk-Line Classification superseded the former classification, and bitters were classified in first class, with other liquids similar in character, marketable value and manner of shipment. The class rates under the Official Classification are lower than under the one previously used.

n October, 1888, by a change in the Official Classification, bitters in car-loads were placed in third class.

)n complaint for unjust and unreasonable rates, *Held*, that a former special and preferred rate is not a fair test of the reasonableness of a present *rate*.

The proper classification of an article is to be judged relatively by the classification of other articles similar in character, quality, and conditions of transportation.

The rate on bitters as at present classified, compared with analogous articles, is not so unreasonable as to demand a change of the classification of that particular article. The propriety and extent of a change can more appropriately be acted upon in connection with other articles, in a general revision of the classification.

L. Lippman & Co., *v.* The Illinois Central Railroad Company.

A railroad company is under special obligation to gi e reasonable rates for its local business, but there are many influences which may affect through rates while not bearing upon local rates at all, or, if at all, in less degree.

Through rates are not necessarily illegal which when divided between carriers give them less than their local rates, *provided* that the through rate itself is not less than some one of the locals, or unjustly discriminating against individuals or localities, or so low as to burden other business with part of the cost of the business upon which it is imposed.

In the Matter of the Petition of the Produce Exchange of Toledo.

1. After a complaint upon elaborate pleadings and proofs has been heard and determined by the Commission, and no party to the proceeding has applied for a rehearing, an application for a rehearing made by others who were not parties to the proceeding will not be granted.
2. In such a case, if upon a new or different complaint it should appear that any conclusion of the Commission in the case so decided has been erroneous, the Commission would feel it to be a duty to correct such conclusion.
3. Where relative rates are the same at points not far distant from each other on the same system of railroads, it is the practice of the Commission in determining the reasonableness of rates upon a complaint made at one of these points to consider the bearings and relative equality of rates at all of the points so situated, before ordering a change at any one of them in order to avoid preference to one and prejudice to another.

The Michigan Congress-Water Company *v.* The Chicago and Grand Trunk Railway Company.

1. Where a complaint is made against the reasonableness of through rates agreed upon by several connecting lines, it is necessary to make all such connecting lines parties defendant. Citing and affirming the rule laid down on this subject in 1 I. C. C. Rep., 199; 1 I. C. C. Rep, 237; 1 I. C. C. Rep., 490.
2. Unauthorized declarations of a depot agent, implying that a tank-car, which has just returned from one long journey, is in a safe condition to be loaded and started on another long run, are not binding upon the railway company.
3. After a freight tank-car has just returned from one long journey it is the duty of the carrier, before permitting it to start out loaded on another distant run, in which the lives and safety of brakemen, trainmen, and the property of the shipper will be involved, to have such car carefully inspected by a competent inspector, in order to ascertain whether it is in a safe condition for such service.

4. On all the facts in this case, *Held*—

(1) That the tank-car of complainant when loaded was not in a safe condition to be transported by the defendant in April, 1888, and that it was not the duty of defendant to transport it at that time; but it was the duty of complainant to have it repaired before insisting upon its being transported by the defendant.

(2) That neither the defendant nor any of its officers and agents have been engaged, as complained, in combinations with connecting lines, or other parties, to prevent complainant from obtaining reasonable rates and facilities for the transportation of its mineral water, or to give other mineral waters a preference in rates and facilities over those accorded to complainant.

(3) That defendant's officials and agents have not acted in a malevolent spirit toward complainant in throwing obstructions in the way of its transporting mineral water over defendant's line and its connecting lines.

M. C. Logan, F. D. Babcock, and E. M. Parsons, executive committee of the Northwestern Iowa Grain and Stock Shippers' Association *v.* Chicago and North-Western Railway Company.

1. The service may be rendered under such dissimilar circumstances as to make it lawful to charge more for the same distance on one line or branch than on another line or branch of the same road.
2. A departure from the rule of equal mileage rates as applied to the several branches of the road is not conclusive that such rates are unlawful, but the burden is on the company making such departure to show its rates to be reasonable when disputed.
3. A railroad company while long maintaining a rate without the presence of competition on other than equal terms is making evidence that such rate is not too low.
4. The Chicago and North-Western Railway Company has two routes or lines between Chicago and Sioux City, formed by its main line and different branch lines, and a greater charge for a shorter than for a longer distance in the same direction, the shorter being included in the longer distance, on either of said routes or lines is unlawful under the fourth section of the act to regulate commerce.
5. Two of the south branch lines of said railway company are crossed by the main line of the Chicago, Milwaukee and St. Paul Railway Company. From points on these branch lines the North-Western Company comes in competition with the St. Paul Company, from its main line points. *Held*, that the charges on these branches do not establish a standard of reasonable rates for like distances from points on a north branch of the same company, where no such competition exists.
6. Said railway company had in force from Nebraska points to Turner, Ill., a tariff sheet directing corn destined to the sea-board to be billed from such Nebraska points to Turner at different rates when destined to different sea-board points. The corn was carried from Nebraska to Chicago, where the rebilling and transferring was done. No shipments could be made under this tariff from Iowa points. *Held*, that, as billed, the shipment was to Turner; that by billing at different rates to Turner an illegal preference was given, and that Iowa grain-growers were subjected to unreasonable disadvantage *in marketing* corn.

The Imperial Coal Company and Andrews, Hitchcock & Compa
The Pittsburgh and Lake Erie Railroad Company and the New
Lake Erie and Western Railroad Company, as lessee of the New
Pennsylvania and Ohio Railroad.

A group rate for a particular district upon a commodity for wh
large demand exists, and intended to place producers in th
trict upon an equality among themselves and with produce
the same commodity from other districts, all competing in a
mon market, is not unlawful merely on account of differenc
the geographical location of different producers and their res
ive distances from the market.

Actual undue prejudice or damage of which the rate is the c
must result to the more favorably situated producers to ren
group rate unlawful.

In determining the question of undue prejudice from a rate, dist
is only one of the factors, and other material facts, such as
acter and quality of the commodity, cost of production, e
and nature of the competition in the business itself and by
transportation lines, and the interests of the public in the u
the commodity and its market cost, are to be considered.

A rate of 90 cents a ton on coal shipped to Lake Erie for a dis
covering a radius of 40 miles around Pittsburgh, Pa., emb
ing a large number of mines of substantially like cost of
duction and like character of coal, has prevailed since th
to regulate commerce took effect. The coal from the diff
mines is in competition at Lake Erie, and is transported
several different and competing lines of railroad, all carryi
the same rate. The coal from the district is also in compet
with similar coal from the Hocking Valley district in Ohio,
from other districts. The complainant's mines are near the
ter of the district and some mines in competition with them
at a greater distance from the lake, varying from 20 miles
miles. On all the facts of the case, *held*, that the rate in
not being unreasonable it does not appear that it subjects
complainants to undue prejudice, or that it gives an unrea
ble preference to the more distant mines.

The question of a greater charge in the aggregate for a shorter
for a longer distance over the same line in the same directio
not to be determined by the proportion allotted to different
on the line, but by the rate as an entirety.

In the Matter of Joint Water and Rail Lines.

The act to regulate commerce does not empower the Commissio
compel railroad companies to enter into joint arrangements
carriers by water for through carriage at through rates.

The fact that a railroad company makes such joint arrangements
one of its branch roads will not charge it with unjust discrimi
tion for refusing to make identical arrangements on other pa
of its system when it appears that from such other parts of
system it actually makes through arrangements by a more dir
route and at the same rates which are presumptive of equal c
venience to shippers.

In the Matter of Passenger Tariffs.

Methods generally adopted by carriers in the preparation and publication of rate sheets, if in substantial compliance with the law, and sufficient for the purposes of public information, while not necessarily to be accepted by the Commission as a standard, may be acquiesced in until a better mode can be substituted.

When there is no joint rate in effect from a station on the line of one carrier to a station on another carrier's line, to which a ticket is applied for, it is competent to name a through rate made up of the sums of rates prevailing on the several roads or parts of roads made use of in the journey; using for such a through rate local rates, where there are no joint rates in effect, and joint rates in combination with locals where they are in effect for any part of the distance. When no joint rates are announced, it is understood that the local rates are employed in arriving at the through rate.

New individual or joint passenger tariffs must be posted at stations to which they apply, and tickets can legally be sold on combinations of initial or terminal locals therewith.

Mileage, excursion or commutation passenger tickets must be offered impartially to all who accept the conditions on which they are issued, and the rates at which they are sold must be published. The general requirements of the act to regulate commerce as amended, are as applicable to these classes of tickets as to any others.

Party rates, and passenger car-load rates lower than contemporaneous rates for single passengers constitute discrimination between persons entitled to transportation at equal rates, and are therefore illegal.

le Little Rock and Memphis Railroad Company *v.* The East Tennessee, Virginia and Georgia Railroad Company and the St. Louis, Iron Mountain and Southern Railway Company.

English legislation and the procedure thereunder, in respect to applications by carriers to be admitted to through routes and to participate in through rates, stated; and principles then applied explained.

The act to regulate commerce was probably intended to effect similar results, but in its present form and in the absence of the necessary machinery, it is not adequate to afford the relief prayed in the petition.

Recommendations of Second Annual Report for amendment of section 3 renewed.

Kentucky and Indiana Bridge Company *v.* Louisville and Nashville Railroad Company (2 I. C. C. Rep., 162) referred to and explained.

In the Matter of the Tariffs and Classifications of the Atlanta and West Point Railroad Company and other companies.

Investigation by the Commission, on its own motion, concerning course pursued by certain carriers in respect to compliance with the provisions of the act to regulate commerce.

Results as ascertained stated, and recommendations made for further advances in the direction of conformity to the law.

Short-haul clause, principles giving application of as heretofore announced by Commission, and again affirmed, and applied.
Forms of tariffs and classifications in use criticised and requirements of statute stated in respect thereto.

Rice, Robinson and Witherop *v.* The Western New York and Pennsylvania Railroad Company.

After a case has been decided, a petition to open it for further testimony and a rehearing should be verified, and should indicate the nature of the new testimony and its purpose.
When a question of general public interest is involved, the Commission, in its own discretion, and in furtherance of justice, may open a case to give parties the benefit of a more extended investigation of the same subject-matter in other pending cases.

In the Matter of the Investigation of the Acts and Doings of the Grand Trunk Railway Company of Canada in the Transportation of Traffic from the United States into Canada.

The provisions of the act to regulate commerce apply to foreign as well as domestic common carriers engaged in the transportation of passengers or property, for a continuous carriage or shipment, from a place in the United States to a place in an adjacent foreign country.
The common carriers engaged in such transportation are subject to the provisions of the act in respect to the printing of schedules of rates, fares and charges for the traffic they carry, the posting and filing with the Interstate Commerce Commission of copies of such schedules, the notice of advances and reductions, and the maintenance of the rates, fares and charges established and published and in force at the time.
Such common carriers are also subject to the provisions of the act in respect to joint tariffs of rates, fares and charges for continuous lines or routes.
The carriage of freights can not be prevented from being treated as one continuous carriage from the place of shipment to the place of destination by any means or devices intended to evade any of the provisions of the act.
Under the provisions of the act the Grand Trunk Railway of Canada is required to print, post and file its schedules of rates and charges for the transportation of property from points in the United States to points in Canada, and can not lawfully charge, demand, collect, or receive from any person or persons a greater or less compensation therefor, or for any services in connection therewith, than is specified in such published schedule as may at the time be in force.
Upon an investigation by the Commission it appeared that the Grand Trunk Railway Company of Canada transports coal and coke under a schedule specifying a total rate from Buffalo, Black Rock, and Suspension Bridge, in the United States, to Hamilton, Dundas, and several other points in Canada, and that the published tariff rate for such transportation from points named to Hamilton and Dundas is $1 a ton, but that it accepts a reduced charge or allows a rebate of 25 cents a ton in favor of certain consignees at Hamilton, Dundas, and other points in Canada.

eld, that the reduced charge accepted, or rebate allowed, is in violation of the act to regulate commerce and unlawful.

The Interstate Commerce Commission has authority to institute investigations and to deal with violations of the law independently of a formal complaint, or of direct damage to a complainant.

William H. Heard *v.* The Georgia Railroad Company.

1. It is a lawful duty that a carrier, like the defendant, owes to the traveling public in carrying out its rule of furnishing separate cars to white and colored passengers on its line engaged in interstate travel, to make them equal in comforts, accommodation and equipment without any discrimination.
2. It is a lawful duty which a carrier, like the defendant, owes to the traveling public engaged in interstate travel over its line, to afford the equal protection of the law alike to all such passengers without regard to race, color, or sex, against undue prejudice and disadvantage from disorderly conduct on the part of other passengers or persons.
3. On the facts in this proceeding, *held*, that the defendant violated the law in each of the foregoing respects as against petitioner.

ıtham P. Bishop *v.* H. R. Duval, receiver of the Florida Railway and Navigation Company.

nes A. Harris *v.* H. R. Duval, receiver of the Florida Railway and Navigation Company, and other carriers.

When, pending a proceeding begun to test the reasonableness of rates, the rates are reduced and made satisfactory to the complainants the Commission will not consider the question whether the rates before reduction were or were not excessive; that question having by the reduction made become purely abstract and speculative.

The question whether rates paid ought to be refunded having been presented to a judicial tribunal, where it is now pending, the Commission will not take cognizance of it.

lton L. Myers, survivor of Hostetter & Company *v.* The Pennsylvania Company, operating the Pittsburgh, Fort Wayne and Chicago Railway, the Baltimore and Ohio Railroad Company, the Lake Shore and Michigan Southern Railway Company, the Pittsburgh and Lake Erie Railroad Company, the New York Central and Hudson River Railroad Company, the Allegheny Valley Railroad Company, and the Pennsylvania Railroad Company.

A petition to re-open a case that has been decided, and for a rehearing, should show *prima facie* that some material testimony has been overlooked or misapprehended, or some error in the findings of fact or conclusions of law.

When the application is insufficient in these respects, and only asks for a rediscussion of the facts and law already considered, with no offer of new evidence that can change the result, the application will be denied.

The New York Produce Exchange *v.* The New York Central and Hudson River Railroad Company, the Michigan Central Railroad Company, the Lake Shore and Michigan Southern Railway Company, the Chicago and Grand Trunk Railway Company, the Great Western Railway Company of Canada, the New York, Lake Erie and Western Railroad Company, the Chicago and Atlantic Railway Company, the New York, Pennsylvania and Ohio Railroad Company, the New York, Chicago and St. Louis Railroad Company, the West Shore Railroad Company, the Delaware, Lackawanna and Western Railroad Company, the Grand Trunk Railway Company of Canada, the Pittsburgh, Fort Wayne and Chicago Railway Company, the Pennsylvania Railroad Company, the Pittsburgh, Cincinnati and St. Louis Railway Company, the Wabash Western Railway Company, the Baltimore and Ohio Railroad Company, the Philadelphia and Reading Railroad Company, and the Central Railroad Company of New Jersey.

From November 4, 1887, to February 20, 1888, the Trunk Lines, so called, under resolutions of their Association, made through export rates of which the inland proportion accepted by them was, at the port of New York, often 10 cents or more per hundred pounds less on like traffic than the published tariff rates charged at the same time to the same port.

Held, that the discrepancy between the proportion of the through rate accepted and the established tariffs for sea-board consignments for the same inland carriage is not shown to have been justified by any circumstances tending to show that it was just or proper, and that it must therefore be deemed an unjust and unlawful discrimination as against the transportation terminating at that port.

It is essential that any method for making rates should be practicable, and not afford a cover for discrimination and injustice. The only practicable mode yet devised for making through export rates, as appears by past experience, is to add to the established inland rates from the interior to the seaboard the current ocean rates.

Under the amendments of March 2, 1889, to the statute requiring ten days' previous notice of advances and three days' previous notice of reductions in rates, they can not be varied from day to day, or oftener, to meet fluctuations in ocean rates.

Whenever a tariff is established for merchandise billed or intended for export by sea, and ocean rates are not specified, either because of fluctuations or for any other reason, so that only the charge for inland transportation is definitely fixed, the tariff as filed and made public should show the rate charged by the inland carrier or carriers to the point of export, including all terminal charges and expenses, and should also show in what manner the through rate to the point of ultimate destination is to be determined, whether by addition of the ocean rate from time to time prevailing, or how otherwise.

Maj. J. P. Sanger *v.* The Southern Pacific Company, lessee of the Central Pacific Railroad, and The Union Pacific Railway Company.

A misapprehension under which a party has paid for one journey in two sections, whereby the cost of the transportation has been made more than it would have been had a through ticket been purchased, may lawfully be corrected by return of the excess, though the carriers were without fault and only charged for each portion of the journey the regular rates.

No. 184. George Rice *v.* The Cincinnati, Washington and Baltimore Railroad Company, the Cincinnati, Indianapolis, St. Louis and Chicago Railway Company, the Chicago, Rock Island and Pacific Railway Company, the Union Pacific Railway Company, and the Central Pacific Railroad Company.

No. 185. George Rice *v.* The Cincinnati, Washington and Baltimore Railroad Company, the Ohio and Mississippi Railway Company, the St. Louis and San Francisco Railway Company, the Atchison, Topeka and Santa Fé Railroad Company, the Atlantic and Pacific Railroad Company, and the Southern Pacific Company.

No. 194. George Rice *v.* The Louisville and Nashville Railroad Company.

In the Matter of the Application of the Petitioner for Subpœnas *duces tecum*.

1. In laying down rules upon the subject of what an application shall contain for the compulsory production of books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation, the Commission is governed by the provisions of the act to regulate commerce and the objects and purposes of this statute, but in connection with these will also consider the practice in the courts of the United States, as well as the rules prescribed by Federal statutes in proceedings which seem to be most nearly analogous to proceedings in which such application to the Commission is made.
2. In proceedings between parties, when such an application is made to the Commission, to compel parties who are not engaged as carriers in interstate commerce, or others who are strangers to the proceeding, to produce books, papers, and documents, the application should be in writing, addressed to the Commission, and should specify, as nearly as may be, the books, papers, or documents for the production of which process is desired, and be accompanied by an affidavit that the books, papers, or documents described are in the possession of the witness or under his control, and should set forth facts which make a *prima facie* case that these contain evidence that is material and necessary to the party seeking their production in the pending proceeding; and in such a case the *prima facie* showing that what is required to be produced will be legal evidence for the party demanding it ought to be very clear and full.
3. Where the application is made to compel one who is a party to the proceeding and who is a carrier engaged in interstate commerce to produce its books for the purposes of evidence in a pending proceeding, it is sufficient for the application to indicate in writing in a general way what books of the carrier should be produced, and that there is reason to believe, and that the applicant does believe, that in the course of the hearing they will become of service, on account of the light they will throw upon the questions in controversy in the proceeding and as an evidence of good faith, in making the application, the applicant should make an affidavit, as part of the application, that such application is made in good faith, and not for the purpose of vexing or harassing the defendant; and upon such a showing, as a general rule, the process should issue, unless the number of books called for should be so large, or from other exceptional circumstances, the Commission should order the testimony to be taken at such place

as would avoid oppression in producing the books at a far-dista hearing, and expedite the progress of the investigation.

4. The difference that exists in what should be a *prima facie* showi for compulsory process for the production of books, papers, a documents as between parties not engaged as carriers in inte state commerce, or strangers to the proceeding, on the one han and on the other hand, carriers who are engaged in interstat commerce, is one that is very manifest. The books of carrie engaged in interstate commerce, whether made up from shippin tickets, way-bills, expense bills, or otherwise, are supposed to gi the exact particulars of the consignment, showing the weigh rate and amount of charges to be paid to the company's agen and are put in this enduring form at the time of the consig ment as part of the transaction upon rates that the law requir to be open and public, and thus they give a history of the detai of the transaction, and are in the nature of semi-public record Shippers, consignees, and even the public, may well have an i terest, under certain circumstances, in the evidence these recor afford as to rates, charges, facilities furnished, and the gener movements of freight. The books of strangers to the proceedin and of parties not engaged as carriers in interstate commerce, not necessarily occupy any such relation to these transactio though there may possibly be such a showing as would ma them material and competent evidence in proceedings in whi these transactions come into controversy.

5. There are several modes of procedure by which the inconvenien to the defendant carriers of producing books, and the delay a labor of going over their entries, might be avoided by petition For example: If one or more witnesses should be subpœna from the different companies proceeded against, and a noti should be served with the subpœna requiring the witnesses furnish the published rates and tariffs of such company, fo specified period, and also requiring them to furnish statements the actual charges made and car facilities furnished during su period, to the Standard Oil Trust and the others named in t application, if different from the published tariffs and schedul it would probably be sufficient for all the purposes of these pr ceedings; or if the parties would take depositions by consent advance of the hearing, it would answer the same purpose.

6. In proceedings like these it is enough to show the rates actual charged, if there are or have been any such to certain shippe or consignees different from the published tariff rates, or the pr erential facilities, if any such, furnished by the defendants some shippers or consignees, and not to others, or the compar tive rates on the different commodities named in the complain and from and to designated points. Innumerable shipmen with all their minuteness of detail over the various lines th were made for many years before the act to regulate commer took effect, as well as since that date, and the names of the co signors and consignees at so many different points, through th long periods of time, seems to be immaterial. It appears to sufficient for all the purposes of these cases to show the ra published, the rates actually charged, and the facilities furnis from and to designated points since the act to regulate co merce went into effect, and for whatever light these may th upon the question of the reasonableness and justness of

rates, if any, and the fairness of the facilities afforded by way of comparison, what these were for a reasonable time; for example, for a period of twelve months before the act to regulate commerce went into effect.

7. The books of the defendant carriers as to rates charged, facilities furnished, and general movements of freight, being in the nature of semi-public records, to any extent that they can fairly and justly save time, labor, or expense to complainant, or to their companies, by giving to him in response to any calls he may make, statements of facts shown by their books, records, or files which may probably have importance on the hearing, the officers and agents of the defendant carriers under the direction of defendants, ought to give such statements, and ought to do so as promptly as may be found reasonably practicable.

Much unnecessary controversy, inconvenience, and delay might well be avoided in the first instance, as well as in subsequent stages of proceedings, if carriers would exhibit, without technical objection, what their books show in reference to a transaction in question to any one who calls for the information in good faith, believing, though perhaps erroneously, that it is or may be important to his interests, and when the application is seasonably and properly made, with a due regard for the convenience of the carriers' agents and officers; and the instances are numerous in which it would put an end to the controversy, and in many others that the party would not then trouble the carrier for the production of the books.

8. As the application in these cases does not conform to the rules herein stated in reference to making a *prima facie* showing for the compulsory production of the books, papers, and documents, either as against the defendant carriers or those who are strangers to these proceedings, the relief it seeks can not now be granted, and for the present must be denied; but this does not preclude the petitioner from renewing his application, provided, in doing so, he conforms to the rules indicated.

he Lincoln Board of Trade *v.* The Union Pacific Railway Company and The Southern Pacific Company, and five other cases.

he relief claimed having been conceded, no opinion of the Commission is filed.

he Pennsylvania Company, operating the Jeffersonville, Madison and Indianapolis Railroad, *v.* The Louisville, New Albany and Chicago Railway Company.

he Chicago, St. Louis and Pittsburgh Railroad Company *v.* The Cleveland, Cincinnati, Chicago and St. Louis Railway Company.

The Commission does not give opinions on abstract questions.

Where a case involving the reasonableness of rates has been disposed of by the carrier assenting to the rates demanded, no opinion will be expressed on the rates which have been abandoned, even though the parties request it.

Such a course is particularly advisable and proper when it is apparent that other parties than the one complained of are interested in the question, and have not had the opportunity to be heard upon it.

of relatively unequal, the burden is on the carrier to justi
when challenged.

Grain and grain products classified alike are presumptively
to equal rates, and if a difference is made by a carrier it
the burden of sustaining it by satisfactory evidence.

Upon complaint against the Grand Trunk Railway of Can
alleged unreasonableness of a rate of 8 cents a hundred
on grain and 10 cents a hundred pounds on grain produc
Port Huron to Buffalo, as compared with a through ra
cents a hundred pounds from Chicago to Buffalo over
formed by that road and the Chicago and Grand Trunk r

Held, that though the local rate from Port Huron to Buffal
be regarded as disproportionate on the basis of distanc
other considerations are involved, and in view of the t
and ferry expenses at Port Huron, the Niagara Bridge c
and the Buffalo terminal expenses, all of which are born
Grand Trunk Railway of Canada alone upon business o
ing at Port Huron, the complaint against the 8-cent rate
is not sustained; but no good reason having been show
higher rate on grain products, that portion of the co
is sustained, and the products ordered to be carried at th
rate as grain.

Abiel Leonard *v.* The Chicago and Alton Railroad Company,
gan B. Chappelle *v.* The Same Company.

A practice had existed on the part of certain carriers of live
make a car-load rate irrespective of weight, leaving the
to load into the car as many cattle as he pleased and wa
put into it. The carriers substituted for this practice
that while naming a car-lot rate they prescribed a minimu
for a car-load and then charged by the hundred pounds
portion to the car-lot rate for any excess over the mi

The grant to the Federal Government of the power to regulate interstate commerce is full and complete, and can not be narrowed or encroached upon by State authority, either directly or indirectly. The fact, therefore, that one or more States have adopted a particular regulation is not a reason for applying it to interstate commerce if in itself it appears to be objectionable. State action will always be treated with the highest deference and respect, but can not be allowed to control in matters within the Federal jurisdiction.

James & Abbott *v.* The East Tennessee, Virginia and Georgia Railway Company, the Norfolk and Western Railroad Company, the Shenandoah Valley Railroad Company, the Cumberland Valley Railroad Company, the Pennsylvania Railroad Company, the New York, New Haven and Hartford Railroad Company, and the New York and New England Railroad Company.

The presence of combined rail and water competition at a longer-distance point does not justify a greater charge for a shorter distance while the carrier maintains the shorter-distance rate where such competition is of greater force and more controlling than at the longer-distance point.

Nor does the fact that the freight is lumber which has paid a local rate over the roads of the defendants or of other railroad companies to the longer-distance point justify such greater charge for a shorter distance.

Nor is such greater charge justified by the fact that the lumber business of the roads of a connecting line or any of them was done in cars which carried machinery to the longer-distance point when profitable return loads were not always to be had.

Nor does a difference in the bulk and value of lumber justify such greater charge when the carriers in their published rate sheets put the lumber in the same class and at the same rate.

Distance is not always the controlling element in determining what is a reasonable rate, but there is ordinarily no better measure of railroad service in carrying goods than the distance they are carried.

And where the rate of freight charges over one line, on similar freight carried from neighboring territory to the same market, is considerably greater than over other lines for distances as long or longer, such greater rate is held to be excessive and should be reduced.

The Oregon Short Line Railway Company *v.* The Northern Pacific Railroad Company.

Under the Rules of Practice issued by this Commission a replication to an answer is not required or allowed.

William L. Rawson *v.* The Newport News and Mississippi Valley Company, the Baltimore and Ohio Railroad Company, and L. Boyer's Sons.

1. Where a tariff complained of was abandoned by the carriers for a long period of time before the complaint was made and shortly after the tariff was put in force, the Commission will not make

an order requiring the carriers to cease and desist from en
such tariff, because such an order would be vain and usele
2. The amendment of March 2, 1889, expressly provides that i
have no application to pending proceedings, and as this p
ing was pending at the time no reparation can be awarde
the remedy of the petitioner is in the courts.

Frederick A. White *v.* The Michigan Central Railroad Compa
The Lake Shore and Michigan Southern Railway Company.

When a complaint charged that the respondent railroad com
which were common carriers subject to the act to regulat
merce, were accustomed to make deductions of from 5
pounds of wheat per load from the true weight when delive
the farmer to the buyer at the elevators of the respondent
gave receipt to the farmer for the amount as thus dimi
upon which the latter was paid by the buyer, thereby su
a loss to the extent of such reduction, but failed to charg
the wheat was delivered for interstate transportation, or, i
for transportation anywhere, it was

Held, that the complaint was insufficient in substance to show
tion of the act to regulate commerce, and that the resp
were entitled to have it dismissed on their motions to tha
but that the dismissal should be without prejudice.

An averment that the respondents were interstate common
subject to the act to regulate commerce was not of it
cient to warrant an inference, under a motion to dismi
plaint for insufficiency, that wheat delivered at an e
the respondents was for interstate commerce.

This case was heard solely upon the respondents' motions
the complaint for insufficiency of its allegations to show
of the act to regulate commerce, but the complainant h
some depositions taken before the hearing of said m
Commission looked into this evidence with a view of s
light it shed upon the general claim of unlawful prac
respondents, and upon the duty of the Commission
against them on its own motion.

EXTRACTS FROM DOCKET AND RECORDS OF COMMISSION SHOWING COMPLAINTS PENDING DURING THE YEAR UNDER SECTION 13 OF THE ACT TO REGULATE COMMERCE, AND DISPOSITION OR PRESENT CONDITION OF EACH.

8. Associated Wholesale Grocers of St. Louis *v.* Missouri Pacific Railway Company.

Complaint alleges violation of sections 1 and 2 of the act by making greater charges upon merchandise shipped in less than car-load lots than in car-load lots.

May 21, 1887. Complaint filed.
June 11, 1887. Answer filed.
July 21, 1887. Hearing.

By consent of parties decision postponed until other cases presenting the same question should also be heard. (See Nos. 65, 66, 67.)

65. F. B. Thurber, M. N. Day, E. A. Doty, H. K. Miller, W. B. Timms, B. F. Shores, committee, representing the Board of Trade and Transportation of New York *v.* New York Central and Hudson River Railroad Company; New York, Lake Erie and Western Railroad Company; Delaware, Lackawanna and Western Railroad Company; Pennsylvania Railroad Company; Baltimore and Ohio Railroad Company.

Complaint alleges violation of sections 1 and 2 of the act by placing less than car-load quantities in a higher class than car-loads.

Aug. 1, 1887. Complaint filed.
Aug. 20, 1887. Answers filed. Various protests, remonstrances, and petitions filed.
Oct. 25, 1887. Hearing postponed to December 13, 1887, at complainants' request.
Dec. 8, 1887. Hearing postponed to January 24, 1888, on stipulation of parties.
Dec. 28, 1887. Amendment to petition filed.
Jan. 24–28, 1888. Hearing.
July 11–Oct. 12, 1888. Briefs filed for complainants and intervening parties.
Nov. 30, 1888. Briefs filed for defendants.
Feb. 4, 1889. Reply brief for complainants filed.
Feb. 12, 1889. Addenda to complainants' reply brief filed.
Dec. 1, 1889. Case under advisement by Commission.

Thomas L. Greene, of New York, on behalf of himself and others, *v.* New York Central and Hudson River Railroad Company; Delaware, Lackawanna and Western Railroad Company; Penn-

sylvania Railroad Company; Baltimore and Ohio Railr[illegible]ad Company; New York, Lake Erie and Western Railroad C[illegible]m-pany.

Complainant alleges violation of the act by placing less t[illegible]an car-loads in a higher class than car-loads.

Aug. 1, 1887. Complaint filed.
Aug. 20, 1887. Answer filed.
Oct. 25, 1887. Hearing postponed to December 13, 1887, at c[illegible]m-plainant's request.
Dec. 8, 1887. Hearing postponed to January 24, 1888, on sti[illegible]pu-lation of parties.
Dec. 28, 1887. Amendment to petition filed.
Jan. 24–28, 1888. Hearing.
July 11–Oct. 12, 1888. Briefs filed for complainants and int[illegible]er-vening parties.
Nov. 30, 1888. Brief filed for defendants.
Feb. 4, 1889. Reply brief for complainants filed.
Feb. 12, 1889. Addenda to complainant's reply brief filed.
Dec. 1, 1889. Case under advisement by Commission.

67. Francis H. Leggett & Co., of the city of New York, v. Baltimore a[illegible]
Ohio Railroad Company; Pennsylvania Railroad Compan[illegible]
Delaware, Lackawanna and Western Railroad Company; Ne[illegible]
York, Lake Erie and Western Railroad Company; New Yo[illegible]
Central and Hudson River Railroad Company.

Complaint alleges violations of sections 2 and 3 of the act b[illegible] placing less than car-loads in a higher class than car-load[illegible]

Aug. 1, 1887. Complaint filed.
Aug. 20, 1887. Answers filed.
Oct. 25, 1887. Hearing postponed to December 13, 1887, at c[illegible]
plainants' request.
Dec. 8, 1887. Hearing postponed to January 24, 1887, on s[illegible]
lation of parties.
Dec. 28, 1887. Amendment to petition filed.
Jan. 24–28, 1888. Hearing.
July 11–Oct. 12, 1888. Briefs filed for complainants and int[illegible]
ing parties.
Nov. 30, 1888. Brief filed for defendants.
Feb. 4, 1889. Reply brief for complainants filed.
Feb. 12, 1889. Addenda to complainants' reply brief file[illegible]
Dec. 1, 1889. Case under advisement by Commission.

76. Manufacturers' and Jobbers' Union, of Mankato, Minn., [illegible]
apolis and St. Louis Railway Company.

[illegible]lleges unjust discrimination in rates ag[illegible] defendant's branch line, t[illegible] Railroad, west of W[illegible] line ea[illegible]

By consent of parties without filing formal answer.
Report by Bragg, Commissioner (1 I. C. C. Rep., 227).
The defendant having reduced its rates after the trial to the sum asked by the petition, no further proceedings considered necessary.
Nov. 13, 1888. Amended petition filed against the defendant and the Chicago, Rock Island and Pacific Railway Company; the Kankakee and Seneca Railroad Company; the Burlington, Cedar Rapids and Northern Railroad Company.
Nov. 13, 1888. Stipulation of counsel to submit case without additional evidence filed.
Dec. 3, 1888. Time to answer of defendants extended ten days from this date upon application filed.
Dec. 17, 1888. Joint answer to amended complaint filed.
Dec. 1, 1889. Case under advisement by the Commission.

Lopez, Dunbar's Sons & Co. *v.* Louisville and Nashville Railroad Company.

Complaint alleges unjust discrimination on pails from Cincinnati to Biloxi, Miss., as compared with the rate to New Orleans, 80 miles farther; also, violation of section 4.

Sept. 22, 1887. Complaint filed.
Oct. 13, 1887. Answer filed.
Nov. 3, 1887. Replication filed.
Nov. 16, 1887. Hearing.
Dec. 1, 1889. Case under advisement by the Commission.

Delaware State Grange of the Patrons of Husbandry *v.* New York, Philadelphia and Norfolk Railroad Company; Delaware Railroad Company; Philadelphia, Wilmington and Baltimore Railroad Company; Pennsylvania Railroad Company.

Complaint alleges unjust and unreasonable charges; granting favors by rebates and false-weight schedules; undue advantage to particular localities, and violation of section 4 of the act in favor of Norfolk, Va., and points south, as against shippers and places in the Delaware peninsula.

Dec. 2, 1887. Complaint filed.
Jan. 11, 1888. Joint answer of defendants filed.
Jan. 12, 1888. Complainant ordered to file specification of the particular instances of violation of law of which it intends to offer evidence under the several paragraphs of its complaint.
Aug. 16, 1888. Specification filed as above ordered.
Aug. 16, 1888. Amendments to petition filed.
Sept. 5, 1888. Case assigned for hearing September 20, 1888. At Dover, Del.
Sept. 12, 1888. Supplemental answers filed.
Sept. 12, 1888. Application by defendants' counsel to strike out the amendments to the petition on file and change the place of hearing denied by the Commission. (2 I. C. C. Rep., 309.)
Sept. 20–21, 1888. Hearing had at Dover, Del. Continued to October 9, 1888. At Washington, D. C.
Oct. 9–10, 1888. Hearing had and continued to November 20, 1888. For argument.
Nov. 17, 1888. Hearing indefinitely postponed upon request of parties.

Nebraska; Chicago, Kansas and Nebraska Railway
Omaha and Republican Valley Railroad Company
Burlington and Quincy Railroad Company.

Complaint alleges violations of section 3 of the act t
ants in subjecting Beatrice, Nebr., and its locality
and unreasonable prejudice and disadvantage i
Omaha, Lincoln and Hastings, Nebr., and their lo
reason of fixing and charging a much higher rat
in proportion to length of haul and actual mile
Chicago and St. Louis to Beatrice, than from thos
Omaha, Lincoln and Hastings.

Feb. 2, 1888. Complaint filed.
Feb. 20–23, 1888. Answers filed.
Feb. 25, 1888. Case assigned for hearing March 21,
Lincoln, Nebr.
Mar. 23, 1888. Hearing had.
Apr. 28, 1888. Brief for petitioner filed.
Dec. 1, 1889. Case under advisement by the Commissi

19. Reuben L. Rice, Joseph C. Robinson, and John W. With
ners as Rice, Robinson & Witherop, *v.* Western
and Pennsylvania Railroad Company.

Complaint alleges that defendant charges 34 cents
on petroleum from Titusville, Pa., to Buffalo, N. Y
claimed to be excessive and unreasonable in itse
charges on the same traffic from Titusville, Pa., to
boy, N. J., but 12 cents per barrel, the former hau
cluded within the latter over the same line; that
requires 60 barrels to be shipped in each car-load
floor capacity of the car in use is but 50 barrels

Nov. 23, 1888. Memorandum in the matter of relative tank and barrel rates on oil filed by the Commission.

Opinion by Schoonmaker, Commissioner. (2 I. C. C. Rep. 389.)

Complaint held not sustained.

Apr. 15, 1889. Petition filed by complainants praying that cases be re-opened for further evidence to be taken on May 15 and 16, 1889. 10 a. m., at Titusville, Pa.

Apr. 15, 1889. Memorandum by the Commission filed. (3 I. C. C. Rep., 87.)

Apr. 15, 1889. *Ordered:* That this case be re-opened for further evidence to be taken at Titusville, Pa., on May 15 and 16, 1889. 10 a. m., at the same time that other cases (153, 154, and 163) are assigned for hearing.

Apr. 19, 1889. Copies of above order sent parties.

May 6, 1889. Petition of complainants for order granting leave to Dunkirk, Allegheny Valley and Pittsburgh, Lake Shore and Michigan Southern, and New York, Lake Erie and Western railroad companies to intervene and be heard. Order granting such leave issued.

May 15–16, 1889. Hearing had and continued to June 12, 1889. at Washington, D. C.

May 20, 1889. Case assigned for further hearing June 12, 1889. 10 a. m., at Washington, D. C Notices sent.

June 5, 1889. Hearing postponed to June 28, 1889. 10 a. m. Notices sent.

June 27, 1889. Hearing postponed to October 16, 1889. 10 a. m. Testimony to be taken in Nos. 153, 154, and 163 to be considered in this case as far as applicable.

Oct. 16, 1889. Hearing continued to October 17.

Oct. 17, 1889. Hearing had. Arguments to be presented on a day to be hereafter named.

120. Chamber of Commerce of the City of Milwaukee *v.* The Flint and Pere Marquette Railroad Company; Detroit, Grand Haven and Milwaukee Railway Company.

Complaint alleges that the defendants made a reduction of 2½ cents per 100 pounds in rates on flour, grain, and mill stuffs from Milwaukee to eastern domestic markets to apply on such property when shipped from Minneapolis, and that they have refused said reduction to Milwaukee shippers. That the rates to New York and Boston on said Minneapolis shipments are, respectively, 23 and 28 cents per 100 pounds, and on Milwaukee shipments the rates are, respectively, 25½ and 30½ cents per 100 pounds.

Feb. 21, 1888. Complaint filed.

Mar. 15, 1888. Joint answer filed.

June 8, 1888. Hearing indefinitely postponed upon request of parties.

Oct. 31, 1888. Case assigned for hearing December 5, 1888.

Dec. 5, 1888. Hearing had. Briefs filed.

Opinion by Bragg, commissioner. (2 I. C. C. Rep., 553.) Complaint held not sustained.

121. Chamber of Commerce of the City of Milwaukee *v.* Chicago, waukee and St. Paul Railway Company; Chicago and N Western Railway Company.

Complaint alleges that defendants refuse to receive bulk at northwestern points for transportation to Milwauke less the same is billed to elevators, and that no such re tion is applied to shipments of like property to Chi that defendants refuse Milwaukee shippers equal faci with those of Chicago in the transfer of grain from ca Western roads to those of Eastern roads, such transfer l made on track at Chicago without charge, but at Milwa the grain transfer is required to be made through eleva at a charge of one-half cent per bushel.

Feb. 24, 1888. Complaint filed.
Mar. 19, 1888. Answers filed.
May 14, 1888. Supplemental answer filed by the Chicago, waukee and St. Paul Railway Company.
June 8, 1888. Hearing indefinitely postponed upon reque parties.
Oct. 31, 1888. Case assigned for hearing December 5, 1888.
Dec. 5, 1888. Hearing.
Dec. 5, 1888. Briefs filed for complainant and defendant, Chi Milwaukee and St. Paul Railway Company.
Jan. 8, 1889. Supplemental brief for complainant filed.
Dec. 1, 1889. Case under advisement by the Commission.

122. The Commercial Exchange of Philadelphia *v.* Union Line; I burgh, Cincinnati and St. Louis Railway Company; I sylvania Railroad Company.

Complaint alleges that defendants, by "underbilling," charged, demanded, collected and received a less comp tion for the transportation of grain and feed from poi the States of Ohio, Indiana, and Illinois to the city of P delphia than was specified in the published schedule of and charges then in force, and that thereby they have unreasonable preference and advantage to the owners of grain and feed and subjected other traders in said com ties to undue and unreasonable prejudice and disadvan

Feb. 25, 1888. Complaint filed.
Mar. 19, 1888. Joint answer filed.
Apr. 21, 1888. Case assigned for hearing May 15, 1888.
May 7, 1888. Proceedings suspended at complainant's req (*See* Nos. 123, 124, and 125; also *In re Underbilling.*)

123. Commercial Exchange of Philadelphia *v.* Erie Dispatch; Ci nati, Indianapolis, Saint Louis and Chicago Railway pany; Philadelphia and Reading Railroad Company.

Complaint alleges the same violations of the act that charged in No. 122.

Feb. 25, 1888. Complaint filed.
Apr. 13–16, 1888. Answers filed.
Apr. 21, 1888. Case assigned for hearing May 15, 1888.
May 7, 1888. Proceedings suspended at complainant's req (*See* Nos. 122, 124, and 125; also *In re Underbilling.*)

24. Commercial Exchange of Philadelphia *v.* White Line; Cleveland, Columbus, Cincinnati and Indianapolis Railway Company; Philadelphia and Reading Railroad Company.

Complaint alleges the same violations of the act that are charged in No. 122.

Feb. 25, 1888. Complaint filed.
Apr. 16, 1888. Answers filed.
Apr. 21, 1888. Case assigned for hearing May 15, 1888.
May 7, 1888. Proceedings suspended at complainant's request. (*See* Nos. 122, 123, and 125; also *In re Underbilling.*)

Commercial Exchange of Philadelphia *v.* Nickel PlateLine; Traders' Dispatch; Indiana, Bloomington and Western Railway Company; Philadelphia and Reading Railroad Company.

Complaint alleges the same violations of the act that are charged in No. 122.

Feb. 25, 1883. Complaint filed.
Mar. 17–Apr. 16, 1888. Answers filed.
Apr. 21, 1888. Case assigned for hearing May 15, 1888.
May 7, 1888. Proceedings suspended at complainant's request. (*See* Nos. 122, 123, and 124; also *In re Underbilling.*)

126. Ohio Coal Exchange *v.* Wisconsin Central Railroad Company.

Complaint alleges discrimination in favor of the block coal mines in southern Indiana as against complainant in the transportation of block coal from Danville, Ill., through Chicago to St. Paul and other points on defendant's line, or accessible therefrom, at a rate which is but 10 cents per ton more than the rate on soft coal from Chicago to said points, while the rate from Danville to Chicago is 50 cents per ton; complainant having paid local rates on its coal from its mines in Ohio to Chicago, where it is stored for sale and shipment at the regular rate from Chicago to said points, in competition with said Indiana block coal.

Mar. 19, 1888. Complaint filed.
Apr. 6, 1888. Answer filed.
Apr. 19, 1888. Case assigned for hearing May 10, 1888.
Apr. 30, 1888. Hearing postponed to June 14, 1888.
June 9, 1888. Hearing indefinitely postponed.
June 26, 1888. Case assigned for hearing July 7, 1888. Palmer House, Chicago, Ill.
July 2, 1888. Notice of agreement to submit case on depositions and printed arguments filed.

127. William P. Rend *v.* Chicago and North-Western Railway Company.

Complaint alleges discrimination in favor of the Wilmington coal fields mines and the Spring Valley mines, each in the State of Illinois, as against complainant, in the transportation of coal to points in Wisconsin, Minnesota, and Dakota, in that the rates for such service are the same from said mines as from Chicago, to which place complainant's coal is shipped from his mines in *Pennsylvania* and Ohio at regular rates

128. Michigan Congress Water Company *v.* Chicago and Grand
Railway Company.

Complaint alleges excessive low rates on mineral water i
cars and barrels from Lansing, Mich., to eastern sea-
cities; detention of a tank-car load of the same for pa
of unjust freight charges; higher rates for the transpor
of said water than for a like service on shipments of
leum and pine oil, and refusal to refund charges paid
cess of printed tariff at date of shipment.

Mar. 26, 1888. Complaint filed.
May 3, 1888. Answer filed.
June 18, 1888. Supplemental complaint filed.
July 13, 1888. Answer to supplemental complaint filed.
Sept. 13, 1888. Case assigned for hearing September 25, 18
Sept. 18, 1888. Hearing indefinitely postponed at complai
request.
Jan. 19, 1889. Case assigned for hearing February 5, 1889.
Feb. 5, 1889. Hearing had.
Opinion by Bragg, Commissioner (2 I. C. C. Rep., 594).
Complaint dismissed.

129. Worcester Excursion Car Company *v.* Pennsylvania Rai
Company.

Complaint alleges unjust discrimination and undue prejudic
disadvantage against complainant by reason of defen
hauling the cars of the Pullman Palace Car Company
sively and refusing to haul those of complainant wh
fered to defendant; complainant's cars being constructe
similar purposes to those of said palace car company.

Apr. 3, 1888. Complaint filed.
Apr. 24, 1888. Answer filed.
May 24, 1888. Case assigned for hearing June 19, 1888.

Company; West Shore Railroad Company; Delaware, Lackawanna and Western Railroad Company; Grand Trunk Railway Company of Canada; Pittsburgh, Fort Wayne and Chicago Railway Company; Pennsylvania Railroad Company; Pittsburgh, Cincinnati and St. Louis Railway Company; Wabash Western Railway Company; Baltimore and Ohio Railroad Company; Philadelphia and Reading Railroad Company; Central Railroad of New Jersey.

Complaint alleges unjust discrimination by defendants by means of underbilling; and that defendants have also charged upon flour, grain, and provisions the schedule rates from Chicago and other western points to New York when delivered for domestic consumption or subsequent export, while other persons are charged a much lower rate, even as low as 50 per cent. thereof, for like and contemporaneous services when the same kind of property was delivered to vessels or steam-ship lines for shipment to foreign ports under through bills of lading issued by defendants, thereby giving undue and unreasonable preference to persons engaged in such shipments to the prejudice of New York firms and consignees, and thereby also charging more for the shorter than the longer distance, in violation of section 4 of the act; also failure to comply with the order of the Commission requiring the publication of rates to the sea-board and a separate statement of ocean rates.

April 18, 1888. Complaint filed.
May 9–29, 1888. Answer filed.
June 13, 14, 1888. Case heard at New York, N. Y., by agreement of parties.
July 14 to Aug. 18, 1888. Briefs filed

Opinion by Schoonmaker, Commissioner (3 I. C. C. Rep., 137).

Order of March 8, 1888, continued in force, and defendants ordered to cease and desist from unjustly discriminating in their rates and charges for inland transportation, between traffic consigned on through bills to foreign ports from interior points and like traffic consigned to the sea-board.

Henry McMorran and Edmund B. Harrington, partners, doing business under the firm name of McMorran & Co., *v.* Chicago and Grand Trunk Railway Company; Grand Trunk Railway Company of Canada.

Complaint alleges that defendant's rates of 8 cents per hundred on grain and 10 cents per hundred on grain products from Port Huron to Buffalo, a distance of 196 miles, is unjust and unreasonable, while the rates on said articles from Chicago to Port Huron, a distance of 335 miles, is 9 cents per hundred, and the through rate from Chicago to Buffalo is 15 cents per hundred, and asks that a reasonable rate be fixed and made to apply on all articles placed in the sixth class alike, such commodities above mentioned being so classed.

Apr. 21, 1888. Complaint filed.
May 28, 1888. Joint answer filed.
May 28, 1888. Case assigned for hearing June 22, 1888.

June 20, 1888. Hearing indefinitely postponed on stipulation o parties.
Nov. 6, 1888. Case assigned for hearing December 11, 1888.
Nov. 30, 1888. Deposition of John W. Loud filed.
Nov. 30, 1888. Statement of A. B. Atwater and stipulation c counsel to treat the same as evidence filed.
Nov. 30, 1888. Stipulation of counsel filed that petition and a swer may, at either party's desire, be amended at the hearin so as to cover the testimony as it may appear.
Nov. 30, 1888. Stipulation of counsel filed to submit case printed briefs.
Dec. 22, 1888. Case assigned for hearing January 30, 1889.
Jan. 21, 1889. Hearing indefinitely postponed at request of parties.
Jan. 28, 1889. Depositions on behalf of defendant filed.
Apr. 4, 1889. Depositions on behalf of both parties filed.
Apr. 13–15, 1889. Briefs filed.
Apr. 15, 1889. Case submitted.

Opinion by Schoonmaker, Commissioner (3 I. C. C. Rep., 252).
Defendant, the Grand Trunk Railway Company of Canada, ordered to cease and desist from charging in excess of 8 cents per hundred pounds on grain and grain products from Port Huron, Mich., to Buffalo, N. Y., while a through rate of 15 cents per hundred pounds on grain and grain products is in effect over the lines of the Chicago and Grand Trunk Railway Company and the Grand Trunk Railway Company of Canada from Chicago, Ill., to Buffalo, N. Y.

132. T. M. C. Logan, F. D. Babcock, and E. H. Parsons, Committee of the North-Western Iowa Grain and Stock Shippers' Association *v.* Chicago and North-Western Railway Company.

Complaint alleges unjust discrimination and violation of the fourth section of the act as follows: Defendant gives relatively lower rates to Chicago from Carroll and points on its main line and south branches west of Carroll, than it affords to Odebolt, Arthur, and Ida Grove and other points on its north branches; shipments of corn and oats from Nebraska points over defendant's lines to New York and other eastern points are billed to Rochelle and Turner Junction in Illinois, and from thence take the Chicago rate to said eastern points, but such privilege is refused to Iowa stations and such rate is not published thereat; the rates per car on live stock from River Sioux and other Iowa points on defendant's north branches to Chicago is $45, while from stations on its main line and south branches, of relatively the same distance from Chicago, the rate is $30; defendant's tariff rate on corn and oats from all stations between Carroll and Missouri Valley, inclusive, to New York, via Chicago, is 36.5 cents per 100 pounds, but defendants refused a through rate to New York to complainants from Ida Grove, Arthur, and Odebolt, on its north branches, and instead thereof quoted rates on corn per 100 pounds as follows: Odebolt to Chicago, 20 cents; Arthur and Ida Grove to Chicago, 21 cents; Chicago to New York, 27.5 cents; a difference discriminating against complainants of 11 and 12 cents per 100 pounds, respectively, and which

prevented the sale of thousands of bushels of complainant's corn in the New York market.

May 8, 1888. Complaint filed.
June 4, 1888. Answer filed.
July 6, 1888. Case assigned for hearing July 26, 1888. At Dubuque, Iowa.
July 26, 1888. Hearing.

Opinion by Morrison, Commissioner (2 I. C. C. Rep., 604).
Defendant ordered to so re-adjust its northwestern Iowa rates as to make them substantially the same to Chicago for approximately the same distances from stations on its Sioux City and Mapleton line, west of Maple River Junction and east of Onawa, as from stations on its main line west of Maple River Junction. Defendant further ordered to cease and desist from charging any greater compensation in the aggregate for the transportation of a like kind of property for a shorter than for a longer distance in the same direction over its line from Sioux City to Chicago via Maple River Junction, or over its line from Sioux City to Chicago via Missouri Valley.

4. Frank L. Hurlburt *v.* Lake Shore and Michigan Southern Railway Company.

Complaint alleges excessive and unreasonable charges for the transportation of rough hub blocks in car-loads, 28,000 pounds minimum weight, at fifth-class instead of sixth-class rates. Also discrimination between rough and manufactured hub blocks, each placed in defendant's fifth class, although their relative value is about 4 and 25 cents per block, respectively, and more than 50 per cent. of the rough block is wasted in manufacture.

May 8, 1888. Complaint filed.
June 11, 1888. Answer filed.
June 12, 1888. Case assigned for hearing July 17, 1888.
July 17, 1888. Hearing.

Opinion by Cooley, chairman (2 I. C. C. Rep., 130).
Complaint held sustained.

Mar. 25, 1889. Supplemental petition and complaint filed.
May 3, 1889. Answer to supplemental petition filed.
May 10, 1889. Case assigned for hearing at the Boody House, Toledo, Ohio, May 24, 1889. 11 a. m.
May 24, 1889. Hearing had, and adjourned until depositions have been taken and filed, when a day for the argument will be named.

5. Spartanburg Board of Trade *v.* Richmond and Danville Railroad Company; Central Railroad of Georgia; Augusta and Knoxville Railroad Company; Port Royal and Augusta Railroad Company; Port Royal and Western Carolina Railroad Company; Ohio and Mississippi Railway Company; Nashville, Chattanooga and St. Louis Railway Company; Louisville and Nashville Railroad Company; St. Louis, Iron Mountain and Southern Railway Company; Chicago, St. Louis and Pittsburgh Railroad Company; Jeffersonville, Madison and

Indianapolis Railroad Company; Cincinnati, Hamilton and Dayton Railroad Company; Cincinnati Southern Railway Company; East Tennessee, Virginia and Georgia Railway Company; Western and Atlantic Railroad Company; Western North Carolina Railroad Company; Asheville and Spartanburgh Railroad Company; Georgia Railroad Company; Illinois Central Railroad Company; Cincinnati, Indianapolis, St. Louis and Chicago Railroad Company.

Complaint forwarded by the board of railroad commissioners of South Carolina.

Complaint alleges that defendants unjustly discriminate against Spartanburg, S. C., in fixing rates to Charlotte, N. C., at $1.05 per 100 pounds, first class, and gradually increasing the same until Spartanburg, 76 miles distant, is reached, where the rate is placed at $1.35 per 100 pounds, while from that point to Longview, Ga., a distance of 100 miles, the $1.35 rate remains stationary, and from Longview to Atlanta it decreases to $1.14 per 100 pounds; also in rates from western points, as Evansville, Ind., Owensborough and Henderson, Ky., to Spartanburg, as compared with stations farther distant and with Atlanta; and also in rates from Cincinnati, Ohio, Louisville, Ky., and Jeffersonville, Ind., to Spartanburg, S. C.

May 9, 1888. Complaint filed.

May 31 to June 15, 1888. Answers filed.

June 7, 1888. Complaint withdrawn by the petitioner as against the Central Railroad of Georgia; the Augusta and Knoxville Railroad Company; the Port Royal and Augusta Railroad Company; and the Port Royal and Western Carolina Railroad Company.

July 6, 1888. Case assigned for hearing July 20, 1888.

July 20, 1888. Hearing. Case submitted upon the pleadings and tariffs of defendants on file.

Oct. 8, 1888. Opinion by Bragg, Commissioner. (2 I. C. C. Repts., 304.) The petitioner and the defendant, the Richmond and Danville Railroad Company, ordered to take testimony in the case. Case set for further hearing November 20, 1888.

Oct 17, 1888. Hearing continued to November 27, 1888.

Nov. 20, 1888. Hearing continued indefinitely to await the investigation of tariffs ordered in No. 151.

136. S. F. Woodson, Aaron Haas, and J. G. Oglesby, committee of the Atlanta Chamber of Commerce, *v.* Southern Railway and Steamship Association; Louisville and Nashville Railroad Company; Nashville, Chattanooga and St. Louis Railway Company; Western and Atlantic Railroad Company; Georgia Central Railroad Company; Georgia Railroad Company; South Carolina Railway Company.

Complaint alleges violation of sections 2 and 3 of the act by defendants in giving undue preference to the merchants of Nashville, Tenn., as compared with the merchants of Atlanta, Ga., and also that the joint tariffs of the Southern Railway and Steam-ship Association unjustly discriminate against Atlanta in favor of competing cities.

May 10, 1888. Complaint filed.

May 19 to June 7, 1888. Answers filed.
June 12, 1888. Case assigned for hearing July 13, 1888.
July 2, 1888. Proceedings suspended at complainant's request.

139. Imperial Coal Company and Andrews, Hitchcock & Co. *v.* Pittsburgh and Lake Erie Railroad Company; New York Lake and Western Railroad Company, lessee of the New York, Pennsylvania and Ohio Railroad.

Complaint alleges excessive rates and unjust discrimination in the transportation of coal mined by the Imperial Coal Company at its mines west of Pittsburgh, and shipped to Cleveland, Ohio, in favor of coal mined east of Pittsburgh and shipped to Cleveland, Ohio.

May 28, 1888. Complaint filed.
June 16–19, 1888. Answers filed.
July 6, 1888. Case assigned for hearing July 18, 1888.
July 18, 1888. Hearing.
Oct. 22, 1888. Parties ordered to take additional testimony by deposition and file the same by December 2, 1888.
Oct. 25, 1888. Baltimore and Ohio Railroad Company granted leave to intervene on the part of defendants.
Dec. 4, 1888. Deposition filed on behalf of complainants.
Dec. 6, 1888. Depositions filed on behalf of both parties.
Dec. 15, 1888. Case assigned for hearing January 11, 1889.
Jan. 11, 1889. Hearing had. Brief for Pittsburgh and Lake Erie Railroad Company filed.

Opinion by Schoonmaker, Commissioner. (2 I. C. C. Rep., 618.)

Complaint held not sustained.

144. Board of Trade of the City of Chicago *v.* Chicago and North-Western Railway Company; Pennsylvania Company.

Complaint alleges violations of sections 1, 2, and 3 of the act by defendants' unreasonable charges and unjust discrimination against the city of Chicago, as a locality, and the members of complainants' association, and that such discrimination is caused by the unjust and unreasonably excessive difference between defendants' joint through tariffs on grain from points in Nebraska to New York and the sum of their local tariffs in force on like traffic from said Nebraska points to Chicago, and from Chicago to New York; and that such difference in favor of the through transportation also subjects the city of Chicago to unreasonable and unjust prejudice and disadvantage.

July 23, 1888. Complaint filed.
Aug. 9 to Oct. 22, 1888. Answers filed.
Oct. 20, 1888. Case assigned for hearing December 13, 1888.
Nov. 17, 1888. Hearing indefinitely postponed by agreement of parties.

45. Board of Trade of the City of Chicago *v.* Chicago, Rock Island and Pacific Railway Company; Baltimore and Ohio Railroad Company.

Complaint alleges violation of sections 1, 2, and 3 of the act by defendants' charges and unjust discrimination against the

city of Chicago, as a locality, and the members of tl plainant's association, and that such discrimination is by the unjust and unreasonably excessive difference b defendants' joint through tariffs on grain from points i to Baltimore and the sum of their local tariffs in f like traffic from said Iowa points to Chicago, and fr cago to Baltimore; and subjects the city of Chicag reasonable and unjust prejudice and disadvantage.

July 23, 1888. Complaint filed.
Aug. 27, to Sept 14, 1888. Answers filed.
Oct. 20, 1888. Case assigned for hearing December 14, 18
Nov. 17, 1888. Hearing indefinitely postponed by agreer parties.

146. Little Rock and Memphis Railroad Company *v.* East Ten Virginia and Georgia Railway Company; St. Loui Mountain and Southern Railway Company.

Complaint alleges that the Bald Knob Branch of the St. Iron Mountain and Southern Railway, and the] City, Springfield and Memphis Railroad, are competi complainant's road, and it further alleges that in viola the third section of the act to regulate commerce t fendants have withdrawn and discontinued the through tickets over complainant's road between M and western and southern points in Texas and else while continuing the sale of through tickets betwee points over the competing roads above mentioned.

Aug. 29, 1888. Complaint filed.
Sept. 19–29, 1888. Answers filed.
Oct. 20, 1888. Case assigned for hearing December 11, 18
Nov. 14, 1888. Amendment to answer of St. Louis, Iron ain and Southern Railway Company filed.
Dec. 11, 1888. Hearing had.
Dec. 11, 1888, to Jan. 14, 1889. Briefs filed.

Opinion by Walker, Commissioner. (3 I. C. C. Rep., 1)

In its present form and in the absence of the necessary n ery, the statute is not adequate to afford the relief in the petition.

147. Louisville Southern Railroad Company *v.* Louisville and ville Railroad Company; Louisville Railway Transfe pany.

Complaint alleges violation of the act to regulate comm defendants in refusing to interchange interstate traff the complainants at its point of intersection with tl of the defendants in the city of Louisville in the State c tucky.

Aug. 30, 1888. Complaint filed.
Sept. 18, 1888. Joint answer filed.
Sept. 24, 1888. Case assigned for hearing October 16, 188
Oct. 10, 1888. Hearing postponed to November 14, 1888.
Nov. 15, 1888. Hearing postponed to January 8, 1889.
Nov. 24, 1888. Leave granted counsel to stipulate a day b January 22, 1889, and January 31, 1889, for the hea the case.

Dec. 28, 1888. Hearing indefinitely postponed by agreement of parties.

148. David Hostetter and Milton L. Myers, partners, engaged in business as Hostetter & Co., *v.* Pennsylvania Company, a corporation of the Commonwealth of Pennsylvania, operating the Pittsburgh, Fort Wayne and Chicago Railroad and other railroads and their branches; Baltimore and Ohio Railroad Company; Lake Shore and Michigan Southern Railway Company; Pittsburgh and Lake Erie Railroad Company; New York Central and Hudson River Railroad Company; Allegheny Valley Railroad Company; Pennsylvania Railroad Company.

Complaint alleges that "Hostetter's Stomach Bitters," a proprietary medicine, formerly placed by defendants in class 4 when shipped in car-load lots, and in class 3 when shipped in less than car-load lots, is now wrongfully and in violation of the act to regulate commerce classified by defendants in class 1, without reduction in case of car-load shipments, and that unless released from shortage and damage claims defendants refuse to transport the same unless double rates are paid. And further, that the rates in force under such classification are unjust and unreasonable.

Sept. 12, 1888. Complaint filed.

Oct. 10 to Nov. 8, 1888. Answers filed.

Nov. 21, 1888. Notice of the death of David Hostetter, senior member of the firm of Hostetter & Co., complainants, and request for the substitution of Milton L. Myers, as surviving partner, filed by complainants' counsel.

Jan. 7, 1889. Deposition on behalf of complainant filed.

Jan. 10, 1889. Hearing had.

Jan. 10–Feb. 11, 1889. Briefs filed for complainant.

Opinion by Schoonmaker, Commissioner. (2 I. C. C. Rep., 573.) Complaint held not sustained.

Mar. 27, 1889. Application for rehearing filed.

June 7, 1889. Memorandum filed. Application denied. (3 I. C. C. Rep., 130.)

149. Mary O. Stone and Thomas Carten, a copartnership doing business under the name of Stone & Carten, *v.* Detroit, Grand Haven and Milwaukee Railway Company.

Complaint alleges that in charging equal rates to Grand Rapids and Ionia from Philadelphia, New York and points east of Detroit, Ionia being shorter distance from Detroit than Grand Rapids, and both situate on defendant's line of railroad, and in draying freight free of charge to consignee's doors at Grand Rapids, while like kinds of freight are only delivered at its warehouse in Ionia, defendant unjustly discriminates against Ionia in favor of Grand Rapids, to its prejudice and disadvantage, and makes greater charges for a shorter than for a longer distance, in violation of sections 2, 3 and 4 of the act to regulate commerce.

Sept. 24, 1888. Complaint filed.

Oct. 8, 1888. Answer filed.

Oct. 20, 1888. *Case assigned for hearing* December 11, 1888.

Dec. 10, 1888. Hearing indefinitely postponed on stipul parties.
Dec. 22, 1888. Case assigned for hearing January 29, 1889,
Jan. 24, 1889. Brief for defendant filed.
Jan. 29, 1889. Hearing. Agreed statement of facts filed
Jan. 29, 1889. Brief filed for complainant.
Jan. 29, 1889. Brief filed for cartage companies.
Dec. 1, 1889. Case under advisement by the Commission

150. Coxe Brothers and Company *v.* Lehigh Valley Railroad Cc

Complaint alleges that defendant's charges to compl anthracite coal as interstate traffic are unreasonable just; that said charges are greater than are charged ers on bituminous coal traffic shipped contempora and under similar circumstances and conditions, a said bituminous coal traffic is thereby given an unrea preference and advantage over said anthracite coal to its undue prejudice and disadvantage. The co further alleges that defendant charges petitioners anthracite coal as interstate traffic than it charges high Valley Coal Company on anthracite coal cont neously shipped under similar circumstances and con thereby giving to said Lehigh Valley Coal Company reasonable preference and advantage over petitio other shippers, to their undue prejudice and disad

Oct. 19, 1888. Complaint filed.
Nov. 13, 1888. Answer filed.
Nov. 15, 1888. Case assigned for hearing January 11, 188
Nov. 24, 1888. Case re-assigned for hearing January 1 upon request of parties.
Jan. 18, 1889. Hearing. Memorandum filed by complain
Jan. 18, 1889. *Ordered*: That the hearing be adjourned ruary 7, 1889, and that the Pennsylvania Railroa pany; the New York, Lake Erie and Western R Company; the Philadelphia and Reading Railroad pany; the Central Railroad Company of New Jers Delaware and Hudson Canal Company; the New Yo quehanna and Western Railroad Company; the Lehi and Navigation Company; the Erie and Wyoming Vall road Company, or any member of the Trunk Line A tion, may appear and join in the defense as they ma necessary.
Feb. 7–12, 1889. Hearing had. Case continued to March for argument.
Feb. 28, 1889. Hearing of argument continued to March 1 at the request of counsel.
Mar. 5, 1889. Hearing of argument continued to March 1
Mar. 19–20, 1889. Hearing had.
Mar. 19 to Apr. 4, 1889. Briefs filed.
Dec. 1, 1889. Case under advisement by the Commission.

151. In the Matter of the Tariffs and Classifications of the Atla West Point Railroad Company; Central Railroad an ing Company of Georgia; Charleston and Savannah Company; Charlotte, Columbia and Augusta Railroa

pany; Cincinnati, New Orleans and Texas Pacific Railway Company; Columbia and Greenville Railroad Company; East Tennessee, Virginia and Georgia Railway Company; Georgia Railroad and Banking Company; Louisville and Nashville Railroad Company; Memphis and Charleston Railroad Company; Mobile and Girard Railroad Company; Mobile and Montgomery Railroad Company; Montgomery and Eufaula Railroad Company; Nashville, Chattanooga and St. Louis Railway Company; Norfolk and Western Railroad Company; Port Royal and Augusta Railway Company; Richmond and Danville Railroad Company; Rome Railroad Company; Savannah, Florida and Western Railway Company; Savannah, Griffin and North Alabama Railway Company; Seaboard and Roanoke Railroad Company; South Carolina Railway Company; South and North Alabama Railway Company; Vicksburg and Meridian Railway Company; Western and Atlantic Railroad Company; Western Railway Company of Alabama; Wilmington and Weldon Railroad Company; Wilmington, Columbia and Augusta Railroad Company; and such other carriers as may hereafter be named, operating in the same territory with those above enumerated, or connecting with them:

A general examination and investigation of the tariffs and classifications of the above-named companies ordered.

Oct. 22, 1888. Matter assigned for hearing December 18, 1888.
Dec. 18, 19, 20, 1888. Hearing had.

Opinion by Walker, Commissioner. (3 I. C. C. Rep., 19.)

Ordered: That in the transportation of interstate traffic and in the making, filing and publication of tariffs for such traffic each and every of the several carriers above named without unnecessary delay, correct and arrange their respective tariffs whether they be individual or joint tariffs, in such manner as to comply with the provisions of the act to regulate commerce in the particulars specified as to each carrier and line of carriers in said report and opinion, and that each of said carriers make report to the Commission of its action in the premises.

153. The Independent Refiners' Association, of Titusville, Pennsylvania, and the Independent Refiners' Association, of Oil City, Pennsylvania, *v.* Western New York and Pennsylvania Railroad Company; New York, Lake Erie and Western Railroad Company; Delaware and Hudson Canal Company; Fitchburg Railroad Company; Boston and Maine Railroad Company.

Complaint alleges that defendants' rate of $1 per barrel on refined petroleum from Titusville and Oil City, Pa., to Boston and other New England points is unreasonable and disproportionate to defendants charge of 66 cents per barrel from the points first named to New York City; and that on account of ocean competition in oil traffic between New York and Boston any unreasonable difference in above-named rates is unjust; that the two defendants herein first named charge proportionately more for like and contemporaneous service on *like traffic to* Boston points than to New York;

that defendants have withdrawn their through tariff to Manchester, N. H., and Portland, Me., and other points on the Boston and Maine Railroad, without giving proper notice thereof, and since such withdrawal, while not refusing the traffic, they have refused to quote definite rates thereon; that the Standard Oil Trust, a common carrier of oil by pipe lines, and the Trunk Lines pool freight or net earnings and divide the same, and also fix the rates complained of, which rates are the same as are charged by said pipe lines.

Dec. 4, 1888. Complaint filed

Dec. 26, 1888 to Jan. 14, 1889. Answers filed.

Dec. 27, 1888. Memorandum filed by complainants.

Dec. 27, 1888. *Ordered:* That the various carriers composing transportation routes as shown by the above memorandum be furnished with copies of this order and of the petitions and answers when they shall be fixed; and that said other carriers have leave to intervene as parties by filing notice to that effect within ten days.

Jan. 17, 1889. Certified copies of the complaint and answers, and of the above order, sent to all parties and to the carriers named in the memorandum of complainants on file.

Jan. 24, 1889. Provisions of above order extended so as to apply to the Philadelphia and Reading Railroad Company and the Fall Brook Coal Company.

Jan. 26, 1889. Appearance of Lake Shore and Michigan Southern Railway Company filed.

Jan. 29, 1889. Notice of intervention as a party defendant filed by New York Central and Hudson River Railroad Company.

Apr. 1, 1889. Case assigned for hearing at Titusville, Pa., May 15, 1889.

May 15, 1889. Hearing had and continued to June 11, 1889, at Washington.

May 20, 1889. Case assigned for further hearing at Washington, June 11, 1889.

June 5, 1889. Hearing postponed to June 27, 1889.

June 27, 1889. Hearing had and continued to October 15, 1889.

Oct. 15, 16, 17, 1889. Hearing had and continued for argument to a day to be named.

154. The Independent Refiners' Association of Titusville, Pa., and the Independent Refiners' Association, of Oil City, Pa., *v.* Western New York and Pennsylvania Railroad Company; New York, Lake Erie and Western Railroad Company; Lehigh Valley Railroad Company.

Complaint alleges that defendants' rate of 66 cents per barrel on refined petroleum from Titusville and Oil City to Perth Amboy is excessive and unreasonable; that the Standard Oil Trust, a common carrier of oil by pipe lines, and the Trunk Lines pool freight or net earnings and divide the same, and also fix the rate complained of, which rate is the same as that charged by said pipe lines.

Dec. 4, 1888. Complaint filed.

Dec. 26, 1888, to Jan. 14, 1889. Answers filed.

Dec. 27, 1888. Memorandum filed by complainants.

Dec. 27, 1888. *Ordered:* That the various carriers composing

transportation routes as shown by the above memoradum, be furnished with copies of this order, and of the petitions and answers when the latter shall be filed; and that said other carriers have leave to intervene as parties by filing notice to that effect within ten days.

Jan. 17, 1889. Certified copies of complaint and answers, and of the above order, sent to all parties and to the carriers named in the memorandum of complainants on file.

Jan. 24, 1889. Provisions of above order extended so as to apply to the Philadelpha and Reading Railroad Company and the Fall Brook Coal Company. Copies sent.

Jan. 26, 1889. Appearance of Lake Shore and Michigan Southern Railway Company, by George C. Greene, general counsel, filed.

Jan. 29, 1889. Notice of intervention as a party defendant filed by New York Central and Hudson River Railroad Company, by Frank Loomis, counsel, filed.

Apr. 1, 1889. Case assigned for hearing at Titusville, Pa., May 15, 1889.

May 15, 1889. Hearing had and continued to June 11, 1889, at Washington.

May 20, 1889. Case assigned for further hearing at Washington June 11, 1889.

June 5, 1889. Hearing postponed to June 27, 1889.

June 27, 1889. Hearing had and continued to Oct. 15, 1889.

June 28, 1889. Statement of permanent subcommittee of Philadelphia Board of Trade on alleged decadence of the commerce of the port of Philadelphia, with accompanying resolutions filed.

Oct. 15, 16, 17, 1889. Hearing had and continued for argument to a day to be named.

155. Putnam P. Bishop *v.* H. R. Duval, as receiver of the Florida Railway and Navigation Company.

Complaint alleges unjust, unreasonable and greatly disproportionate charges for the carriage of oranges in car-load lots between points in the State of Florida when such carriage forms part of the through transportation from Citra in said State to New York City, Boston and Philadelphia. And it further alleges that such charges namely, 25 cents per crate from Citra to various Florida points, are, by the defendant and the Florida Southern Railway Company, made arbitrary on through shipments destined outside of said State, and that said arbitrary rate compared with the prorate received by defendant for longer hauls of the same traffic between said Florida points upon its line including the shorter haul from Citra, namely 12 cents per crate, constitutes unjust discrimination against the orange shippers of Citra.

Dec. 17, 1888. Complaint filed.

Jan. 15, 1889. Answer filed.

Mar. 18, 1889. Case assigned for hearing May 1, 1889.

May 1, 1889. Hearing had. Memorandum filed. (3 I. C. C. Rep., 128.)

Complaint *dismissed.*

156. James A. Harris *v.* H. R. Duval, as receiver of the Florida Railway and Navigation Company; Savannah, Florida and Western Railway Company; Central Railroad and Banking Company of Georgia; Western and Atlantic Railway Company; Nashville, Chattanooga and St. Louis Railway Company; Louisville and Nashville Railroad Company; Evansville and Terre Haute Railroad Company; Chicago and Eastern Illinois Railroad Company; St. Louis, Keokuk and Northwestern Railroad Company; Florida Southern Railway Company.

Complaint alleges unjust, unreasonable, and greatly disproportionate charges for the carriage of oranges in car-load lots between points in the State of Florida, when such carriage forms part of the through transportation by defendants from Citra, in said State, to Chicago, Ill., and Keokuk, Iowa. And it further alleges that such charges—namely, 25 cents per crate from Citra to various Florida points—are by the defendants, the Florida Railway and Navigation Company and the Florida Southern Railway Company, made arbitrary on through shipments destined outside of said State, and that said arbitrary rate compared with the prorate received by the Florida Railway and Navigation Company, for the longer hauls of the same traffic over its line between Florida points, including the shorter haul from Citra—namely, 12 cents per crate—constitutes unjust discrimination against the orange-shippers of Citra.

Dec. 17, 1888. Complaint filed.
Dec. 26, 1888, to Jan. 15, 1889. Answers filed.
Mar. 18, 1889. Case assigned for hearing May 1, 1889.
May 1, 1889. Hearing had. Memorandum filed. (3 I. C. C. Rep., 128.)

Complaint dismissed.

157. L. Lippman & Co. *v.* Illinois Central Railroad Company.

Complaint alleges that defendant charges more for the transportation of cotton shipped from Yazoo City, Miss., to New Orleans than it receives as its division of through rates when the cotton is shipped by steam-boat on through bills of lading from points on the Yazoo River to Yazoo City and thence by defendants' road to New Orleans.

Dec. 1, 1888. Complaint filed.
Dec. 1, 1888. No order of notice issued.
Jan. 3, 1889. Memorandum filed. (2 I. C. C. Rep., 584.)

No order considered necessary.

158. Railroad and Warehouse Commission of the State of Minnesota *v.* Chicago and North-Western Railway Company; Chicago, St. Paul and Kansas City Railway Company; Wisconsin Central Railroad Company; Chicago, Burlington and Northern Railroad Company; Chicago, Burlington and Quincy Railroad Company; Chicago, Rock Island and Pacific Railway Company; Minneapolis and St. Louis Railway Company; Chicago, St. Paul, Minneapolis and Omaha Railway Company; Burlington, Cedar Rapids and Northern Railway Company.

Complaint alleges that defendants have violated the provisions of the act since July 1, 1888, in the following particulars: by special rates, rebates, commissions and other devices; by giving undue and unreasonable preference and advantage to particular persons, firms, corporations and localities, and to particular descriptions of traffic; by failing to print and keep for public inspection schedules of rates, fares and charges, containing the freight classification in force, in such proper form and places for convenient inspection as is required by the sixth section. (*See* No. 165.)

Jan. 12, 1889. Complaint filed.

(*See* matter of rate sheets of same carriers, No. 165.)

159. John P. Squire & Company *v.* Michigan Central Railroad Company; New York Central and Hudson River Railroad Company; Boston and Albany Railroad Company.

Complaint alleges that the relative rates charged by defendants for the transportation of live hogs for complainants and of slaughtered beef, live cattle, and slaughtered hog products for other parties from Chicago and Joliet, Ill., to Cambridge, Somerville, and Boston, Mass, constitute unjust discrimination and undue and unreasonable prejudice and disadvantage to complainants.

Jan. 19, 1889. Complaint filed.

Jan. 19, 1889. *Ordered:* That the Vermont Central Railroad Company, the New York, Ontario and Western Railway Company, the Pennsylvania Railroad Company, the New York, Lake Erie and Western Railroad Company, the Delaware, Lackawanna and Western Railroad Company, the Baltimore and Ohio Railroad Company and the Grand Trunk Railway Company have leave to intervene as parties by filing notice of desire to do so within twenty days from this date.

Jan. 19, 1889. Copies of the petition and of the above order sent to the carriers named and to the parties. Notice sent defendants.

Feb. 14, 1889. Copies of the complaint sent to the Iowa Railroad Commission on January 31, and to Hon. W. J. Campbell, 218 La Salle street, Chicago, Ill., on this date. Answers to be sent when filed. Also notices of hearing.

Feb. 28, 1889. Copies of answers and notices of hearing to be sent Messrs. Cummins & Wright, Des Moines, Iowa, and Gage, Ladd & Small, Kansas City, Mo.

Mar. 1, 1889. Joint answer filed.

Apr. 9, 1889. Case assigned for hearing May 9, 1889, 10 a. m., at Palmer House, Chicago, Ill.

Apr. 18, 1889. Hearing postponed to the last of May or early part of June, on a day to be hereafter named.

May 10, 1889. Case assigned for hearing at the Palmer House, Chicago, Ill., May 27, 1889, 10 a. m., and at the Peabody House, Kansas City, Mo., May 31, 1889, 10 a. m.

May 27, 1889. Hearing called and continued to a day to be named.

May 31, 1889. Hearing called and continued to a day to be named.

Sept. 3, 1889. Case assigned for hearing at the Palmer House, Chicago, Ill., September 30, 1889.

Sept. 30, 1889. Hearing *continued* to a day to be named.

Oct. 25, 1889. *Case assigned for* hearing December 4, 1889.

Nov. 1, 1889. Depositions on behalf of complainants filed.
Nov. 4, 1889. Hearing indefinitely postponed by agreement of parties.
Nov. 20, 1889. Depositions on behalf of defendants filed.

160. In the Matter of the Transportation of Persons over the Pennsylvania Railroad; New York Central and Hudson River Railroad; Delaware, Lackawanna and Western Railroad; Baltimore and Ohio Railroad; Grand Trunk Railway; Vermont Central Railroad; New York, Ontario and Western Railway; New York, Lake Erie and Western Railroad.

It having come to the knowledge of the Commission that various railroad companies in the country are giving a construction to the interstate commerce law in the issue of passes for free transportation that differs in some particulars from that which the law received at their hands at the time of its enactment, and the Commission being apprehensive that the new construction may lead to mischiefs, it has been thought best to invite the presidents of what are commonly known as the Trunk Line Companies, either in person or by representatives chosen by themselves, to meet the Commission in conference for the purpose of a free interchange of views on the subject and for such action on the part of the Commission as shall seem to be called for.

Jan. 17, 1889. Conference set down for February 6, 1889.
Jan. 17, 1889. Presidents of each company notified.
Feb. 6, 1889. Conference held. (*See* No. 191.)

161. William L. Rawson *v.* Newport News and Mississippi Valley Company.

Complaint alleges violation of sections 3 and 6 as follows: Defendant's published tariff in force August 10, 1887, along the line of its Chesapeake and Ohio Railway, on lumber from Covington, Ky., to New York City was 24 cents per 100 pounds, including lighterage, and the route was via the Richmond, Fredericksburg and Potomac Railroad; a car-load of lumber billed by said route was, without complainant's consent, forwarded by defendant via the Baltimore and Ohio Railroad, a lighterage charge of 5 cents per 100 pounds from Communipaw to New York was added to said rate, and bills of lading by the latter were substituted after the dispatch of the car for those by which the former route was named; the tariff specifying the former rate had not been withdrawn, and the only authority for such change of route was an agents' circular, not posted for public information, whereby single car-lots could only be billed to Communipaw at 24 cents, but five car-lots might be billed to New York City at 24 cents per 100 pounds, lighterage free.

Jan. 22, 1889. Complaint filed.
Feb. 13, 1889. Time to answer extended fifteen days on application of defendant's counsel.
Feb. 27, 1889. Answer filed.
Mar. 18, 1889. Case assigned for hearing April 9, 1889.
Apr. 5, 1889. Leave granted to complainant to amend the complaint by adding new parties, and hearing to stand over indefinitely.

Apr. 25, 1889. Amended complaint filed adding as parties defendant the Baltimore and Ohio Railroad Company and L. Boyers' Sons, lighterage agents for the Baltimore and Ohio Railroad Company at New York.
May 15, 1889. Answers of Baltimore and Ohio Railroad Company and L. Boyers' Sons filed.
May 20, 1889. Case assigned for hearing at Washington, June 20, 1889.
June 20, 1889. Hearing had.
Opinion by Bragg, Commissioner (3 I. C. C. Rep., 266).
Complaint dismissed without prejudice.

In the Matter of Passenger Tariffs and Rate Wars.
Dec. 7, 8, 10 and 11, 1888. Investigation held at Chicago, Ill.
Jan. 25, 1889. Memorandum filed (2 I. C. C. Rep., 513).

Independent Refiners' Association of Titusville; Independent Refiners' Association of Oil City; *v.* Pennsylvania Railroad Company; Western New York and Pennsylvania Railroad Company.

Complaint alleges that defendants' rate of 66 cents per barrel, formerly 52 cents per barrel, on refined petroleum oil shipped in barrels from the Pennsylvania oil regions to tide-water in New York Harbor for export is unjust and unreasonable; that said rate compared with the rate of 52 cents per barrel charged by defendants for like service on oil shipped in tank cars for export constitutes unjust discrimination and undue and unreasonable preference and advantage in favor of the shipments in tanks. It also alleges undue preference and advantage to the companies affiliated to the Standard Oil Trust by reason of a contract existing between the Pennsylvania Railroad Company and the National Transit Company, a common carrier of oil by pipe lines and under the control of said trust, whereby it is agreed to pool or divide traffic in oil, and said railroad company is guarantied 26 per cent. of the traffic between said points, and also that the same rates shall be maintained by rail and pipe lines. The difference between price paid by petitioners by rail or pipe line and the cost to said trust companies is about 48 cents per barrel, including local pipeage and collection.

Jan. 30, 1889. Complaint filed.
Feb. 18–28, 1889. Answers filed.
Apr. 1, 1889. Case assigned for hearing at Titusville, Pa., May 16, 1889.
May 15, 1889. Hearing had and continued to June 11, 1889, at Washington.
May 20, 1889. Case assigned for further hearing at Washington, June 11, 1889.
June 5, 1889. Hearing postponed to June 27, 1889.
June 27, 1889. Hearing had and continued to Oct. 15, 1889.
Oct. 15, 16, 17, 1889. Hearing had. Brief and Supplemental Brief Pennsylvania Railroad Company, on motion of complainants' counsel for production of contract between it and the National Transit Company. *Hearing* for argument continued to a day *to be named.*

164. In the Matter of a General Conference of Railroad Commissioners.

The suggestion for a general conference of Railroad Commissioners having been heartily approved by the State Railroad Commission, it was ordered that such conference be held.

Jan. 31, 1889. Ordered: That the conference be held at the office of the Commission in Washington, D. C., at 11 o'clock a. m., on the 5th day of March, 1889.

Jan. 31, 1889. Invitations sent to each State Railroad Commission, to Board of Tax Assessors, or Secretaries of State or Internal Affairs in States where no Railroad Commission exists and railroad matters are specially in charge of such department officials, and to the Governors of all other States and Territories.

Mar. 5, 6, 7, 1889. Conference held. Proceedings ordered printed.

165. In the Matter of the Rate Sheets of Chicago and North-Western Railway Company; Chicago, St. Paul and Kansas City Railway Company; Chicago, Milwaukee and St. Paul Railway Company; Wisconsin Central Railroad Company; Chicago, Burlington and Northern Railroad Company; Chicago, Burlington and Quincy Railroad Company; Chicago, Rock Island and Pacific Railway Company; Minneapolis and St. Louis Railway Company; Chicago, St. Paul, Minneapolis and Omaha Railway Company; Burlington, Cedar Rapids and Northern Railway Company.

It appearing to the Commission that it is desirable that an investigation be had in regard to the manner in which the several respondents named make and publish their respective rate sheets, and from time to time change the same, and also as to the forms thereof, with a view to the correction of any errors in method or form, and to insuring the results intended by the act requiring the same, and that, especially, the following matters may be determined, that is to say:

(1) Whether the forms of the rate sheets give the public the information to which they are entitled.

(2) Whether the rate sheets actually issued are printed and published as required by law.

(3) Whether in some instances the rate sheets are not put in force before they have been duly published.

(4) In what manner respondents are accustomed to give notice of an advance of rates, and whether the notice as given complies with the law.

(5) Whether joint rates when made are duly agreed upon and filed in proper form with the Commission.

(6) Whether it is not desirable that all joint rates be ordered by the Commission to be published, and if not, whether such order should not be made as to some class thereof.

Feb. 4, 1889. Investigation ordered held at Palmer House, Chicago, Ill., February 19, 1889, 10 a. m.

Feb. 4, 1889. Copy order sent each respondent, and the Railroad and Warehouse Commission of Minnesota. (*See* No. 158.)

Feb. 19, 20, 21, 1889. Hearing had at Chicago, Ill.

166. William H. Heard v. Georgia Railroad Company.

Complaint alleges that the complainant, a colored person

while traveling from Philadelphia to Atlanta on a first-class through ticket, was compelled on changing cars at Augusta, Ga., to enter a compartment of a car assigned for the use of colored persons only, and that the comforts and accommodations provided in such half-car were second class and inferior to those afforded to white passengers traveling first class and occupying a separate coach in the same train, thereby subjecting him to undue and unreasonable prejudice and disadvantage. The complaint prays that the decision of the Commission upon the complaint heretofore brought against the defendant by the complainant may be enforced if these charges are found to be true.

Feb. 9, 1889. Complaint filed.
Mar. 5, 1889. Answer filed.
Mar. 18, 1889. Case assigned for hearing April 10, 1889.
Apr. 8, 1889. Deposition on behalf of complainant filed.
Apr. 10, 1889. Hearing had.

Opinion by Bragg, Commissioner (3 I. C. C. Rep., 111).

Defendant ordered to cease and desist from subjecting petitioner and other persons of his race and color to undue prejudice and disadvantage by failing and refusing to furnish them passenger accommodations and comforts equal to those afforded to white passengers paying the same fare, or failing to furnish them equal protection against disorderly conduct on the part of other passengers or persons traveling on its passenger trains.

May 22, 1889. Statement filed by defendant giving notice of refusal to comply with the provisions of the order of the Commission served upon it in this proceeding, and the reason for such refusal, namely, its appeal to the courts.

67. Irving Williams *v.* Richmond and Danville Railroad Company. (Forwarded by Railroad Commission of South Carolina.)

Complaint alleges that defendant's refusal to give him a through bill of lading on cotton offered for shipment from Winnsborough, S. C., to New York, via rail line to Charleston and steamship line to destination at the same through rate that would be charged if the same route was over defendant's line to West Point and thence by water line to New York, constitutes unjust discrimination when through bills are given by the way of Charleston from points in defendant's Columbia and Greenville branch road to New York.

Feb. 2, 1889. Complaint and Papers filed. No order of notice issued.

Feb. 12, 1889. Memorandum filed by the Commission. (*In re* Joint Water and Rail Lines, 2 I. C. C. Rep., 645.)

No order considered necessary.

68. Memphis Freight Bureau *v.* Kansas City, Fort Scott and Memphis Railroad Company.

Complaint alleges that by defendant's published tariff No. 261, the rates on the several classes of freight therein named are, according to distance, improperly graded between Memphis, Tenn., *and Cabool, Mo.*, in comparison with the rates

169. Memphis Freight Bureau *v.* Kansas City, Fort Scott and M
Railroad Company.

Complaint alleges that defendant is a member of the W
Freight Association; that the rates of defendant b
Kansas City and Memphis are higher than the pul
rates of the Western Freight Association between
City and Chicago and Milwaukee; that the distanc
Kansas City is 458 miles to Chicago, 543 miles to Milw
and 487 miles to Memphis; that the physical diffi
of transportion are not believed to be as great b
Kansas City and Memphis as between Kansas City a
waukee; that by reason of said higher rates Kansa
business is lost to Memphis; that said higher rates
be so reduced that they shall not be at any time greate
the rates of said association between Kansas City a
cago.

Feb. 15, 1889. Complaint filed.
Mar. 19, 1889. Answer filed.
Mar. 18, 1889. Case assigned for hearing April 11, 1889.
Apr. 6, 1889. Hearing postponed indefinitely by request o
ties.
May 9, 1889. Request for discontinuance filed by complain
May 9, 1889. *Ordered*, That proceeding be discontinued.

170. Memphis Freight Bureau *v.* Missouri Pacific Railway Comp

Complaint alleges that defendant, by establishing a ta
rates on freight which makes no distinction in rates b
St. Louis and East St. Louis and the following w
points: Kansas City, St. Joseph, Atchison and Leaven
and names higher rates between Memphis and the
points last named than it does between Memphis and

1. Memphis Freight Bureau *v.* Missouri Pacific Railway Company.

Complaint alleges that defendant by establishing the same rates between St. Louis and East St. Louis and Omaha that it exacts between St. Louis and East St. Louis and Kansas City, St. Joseph, Leavenworth and Atchinson, while its rates between Memphis and Omaha are higher than its rates between Memphis and Kansas City, unjustly discriminates against Memphis to the unlawful advantage of St. Louis and East St. Louis.

Feb. 15, 1889. Complaint filed.
Mar. 12, 1889. Answer filed.
Mar. 18, 1889. Case assigned for hearing April 11, 1889.
Apr. 6, 1889. Hearing indefinitely postponed.
May 9, 1889. Request for discontinuance filed by complainant.
May 9, 1889. *Ordered*, That proceeding be discontinued.

172. Memphis Freight Bureau *v.* Southern Railway and Steamship Association.

Complaint alleges that differences in the rates promulgated by the defendant Association from Memphis and Nashville to Anniston, Eufaula, Poelika, Selma, Montgomery, Ala., and Columbus, Ga., viz: Class 1, 31 cents; class 2, 26 cents; class 3, 21 cents; class 4, 18 cents; class 5, 14 cents; class 6, 9 cents; class A, 4 cents; class B, 4 cents; class C, 3 cents; class D, 3 cents, and class E, 11 cents per 100 pounds, unjustly discriminate against Memphis in favor of Nashville; that such differentials should be fixed on a percentage basis and not arbitrarily; and that Memphis rates should not be more than 10 per cent. higher than Nashville rates to said points.

Feb. 15, 1889. Complaint filed.
Mar. 9, 1889. Answer filed.
Mar. 18, 1889. Case assigned for hearing April 11, 1889.
Apr. 6, 1889. Hearing indefinitely postponed.
May 9, 1889. Request for discontinuance filed by complainant.
May 9, 1889. *Ordered*, That proceeding be discontinued.

3. James & Abbott *v.* East Tennessee, Virginia and Georgia Railway Company; Norfolk and Western Railroad Company; Shenandoah Valley Railroad Company; Cumberland Valley Railroad Company; Pennsylvania Railroad Company; New York, New Haven and Hartford Railroad Company; New York and New England Railroad Company.

Complaint alleges violation of section 4 of the act as follows: Under through joint arrangements defendants charge a through rate of 36 cents per 100 pounds, on lumber in carloads from Johnson City, Tenn., to Boston, Mass., a distance of 911 miles, while they charge 34 cents per 100 pounds, on lumber in car-loads from Atlanta, Ga., to Boston, a distance of 1,240 miles; the shorter being included within the longer haul, over the same line in the same direction. Also, that defendants charge the same rate on lumber in car-loads from Macon, Ga., to Boston, a distance of 1,328 miles, that they charge from Johnson City, the shorter being included within the *longer haul over the* same line in the same direction.

Feb. 18, 1889. Complaint filed.
Feb. 28 to Mar. 13, 1889. Answers filed.
Mar. 18, 1889. Case assigned for hearing April 30, 1889.
Mar. 29, 1889. Case re-assigned for hearing May 2, 1889, by c
sent of parties.
Apr. 2, 1889. Depositions filed by complainants.
May 2, 1889. Hearing had. Argument for complainants fil
Opinion by Morrison, Commissioner (3 I. C. C. Rep., 225).
Defendants ordered to cease and desist from charging and
ceiving any greater compensation for the transportatio
lumber in car-loads for the shorter than for the longer
tance, in the same direction, the shorter being included wi
the longer distance over their line from Atlanta, Ga.,
Johnson City, Tenn., to Boston, Mass. Further ordered t
the rate charged by defendants on lumber in car-loads fr
Johnson City, Tenn., to Boston, Mass., must not exceed
cents per hundred pounds, that being the rate in effect ov
other lines from points in neighboring territory to the sa
destination.

174. In the Matter of an Investigation respecting the Transportation
Grain from western points to Baltimore over the Baltimo
and Ohio Railroad and the Pennsylvania Railroad and the
connecting lines.
Feb. 14, 16, 1889. Hearing and investigation at Baltimore, M

175. Board of Trade of the City of Chicago *v.* Chicago and Alto
Railroad Company; Chicago, Burlington and Quincy Rai
road Company; Chicago, Milwaukee and St. Paul Rai
way Company; Chicago, Rock Island and Pacific Railwa
Company; Chicago, St. Paul and Kansas City Railroa
Company; Chicago, Santa Fé and California Railway Com
pany; Illinois Central Railroad Company; John McNult
receiver of the Wabash Railway Company; Chicago an
North-Western Railway Company.
Complaint alleges that defendants charge a much greater com
pensation for services rendered in the transportation of liv
hogs from Kansas City, Leavenworth, Atchison, Omah
Council Bluffs and Sioux City, or from some of said citi
and from points east thereof, than for like and contempor
neous services rendered in the transportation of packin
house products and thereby discriminate against t
packing-house interests of Chicago; that the practice
charging higher rates to Chicago upon the raw materi
than upon the manufactured product gives undue and u
reasonable preference and advantage to the Western packi
interests, and further, that the rates upon live hogs in c
loads should not exceed 72 per cent. of the rates on po
products in car-loads.
Feb. 27, 1889. Complaint filed.
Mar. 12, 1889, to Apr. 13, 1889. Answers filed.
Mar. 21, 1889. Petition for leave to intervene as parties defe
ant and file answers to the complaint herein filed by
Armour Packing Company; George Fowler & Son; Kin
& Co., limited; Jacob Dold Packing Company; Morri

Packing Company; Alcutt Packing Company; Kansas City Packing Company.

Ordered, That the said petition be granted and that said new defendants file their answers, within twenty days.

Mar. 21, 1889. Petition for leave to intervene as parties defendant and file answers to the complaint herein filed by The Des Moines Packing Company, William Ellsworth, Kaakinson & Co., James E. Booge & Sons, Silberhorn & Co., Mackeown & Sons, L. B. Doud & Co., Brittain & Co., John Morrell & Co., limited, T. M. Sinclair & Son, William Ryan & Son, Coey & Co.; and the Board of Railroad Commissioners of the State of Iowa, filed.

Ordered, That said petition be granted, and that the Board of Railroad Commissioners of Iowa be also allowed to intervene and file answer to the complaint, and that the joint answer of the said intervenors now presented be filed.

Mar. 21, 1889. Joint answer of Des Moines Packing Company, William Ellsworth, Haakinson & Co., James E. Booge & Sons, Silberhorn & Co., Mackeown & Sons, L. B. Doud & Co., Brittain & Co.; John Morrell & Co., limited; T. M. Sinclair & Co.; William Ryan & Son; Coey & Co., and the Board of Railroad Commissioners of the State of Iowa, filed.

Apr. 9, 1889. Joint answer of Armour Packing Company, George Fowler & Sons; Kingan & Co., limited; Jacob Dold Packing Company, Morrison Packing Company, Allcutt Packing Company, and Kansas City Packing Company, filed.

Apr. 15, 1889. Case assigned for hearing at Kansas City, Mo., May 8, 1889, and at the Palmer House, Chicago, Ill., May 9, 1889.

Apr. 18, 1889. Hearing postponed to the last of May or early part of June at a day to be hereafter named.

May 10, 1889. Case assigned for hearing at the Palmer House, Chicago, May 27, 1889, and at the Peabody House, Kansas City, Mo., May 31, 1889.

May 27, 1889. Hearing had and continued to Kansas City, Mo., as per notice given.

May 31, 1889. Hearing had. Parties allowed to take and file additional testimony.

Aug. 1, 1889. Case assigned for oral argument at Washington, October 26, 1889, and counsel allowed to file written agreements of submission on that date.

Aug. 8, 1889. Depositions on behalf of complainant filed.

Aug. 8, 1889. Notice of receiver of Wabash Railway Company, regarding submission of case, filed.

Aug. 8, 1889. Notice of Chicago, St. Paul and Kansas City Railway Company of its written agreement to submit case on October 26.

Aug. 16, 1889. Depositions filed on behalf of intervenors.

Aug. 16, 1889. Notice of Illinois Central Railroad Company, of submission of case on its part on the pleadings and evidence.

Sept. 11, 1889. Amendment to complaint filed as allowed on hearing at Chicago.

Oct. 26, 28, 29, 1889. Hearing of argument had. Briefs filed for petitioner, Iowa Pork Packers, intervenors, and Kansas City *Pork Packers, intervenors*. Case submitted.

Nov. 4, 1889. Proposed findings of fact submitted by petition filed.

Nov. 21, 1889. Reply brief for Iowa Pork Packers, intervenc filed.

Dec. 1, 1889. Case under advisement by the Commission.

176. In the Matter of Export Rates by Trunk Line Carriers.

Mar. 8, 1889. *Ordered*, That a notification be sent to each of railway carriers comprising what is known as the Tru Line Association to appear before the Inter State Commer Commission, in the city of Washington, on Saturday, th 16th day of March, 1889, at 10 o'clock of said day, for th purpose of fully and particularly setting forth and showin what their export rates are, and how these export rates ar made by each of them, and also for the purpose of givin each of said carriers an opportunity to be heard concernin the manner of making and publishing said rates in order t comply with the provisions of an act to regulate commerce approved February 4, 1887, as amended by an act to amen said act, approved March 2, 1889.

Mar. 11, 1889. Order sent to each carrier belonging to the Trunl Line Association.

Mar. 16–18. Hearing had. (*See* No. 130, 3 I. C. C. Rep., 137 Also page 66 of this Report.)

177. Wojta Stransky *v.* Chicago and North-Western Railway Company Fremont, Elkhorn and Missouri Valley Railway Company

Complaint alleges that defendant's former rates of 84 cents pe 100 pounds for the transportation of beer in barrels or keg in car-load lots from Milwaukee, Wis., to Chadron, Nebr was unjust and unreasonable; that on or about February 1 1889, said rate was advanced to 94 cents per 100 pounds that a reasonable rate for such transportation would be 7 cents per 100 pounds.

Mar. 14, 1889. Complaint filed.

Apr. 18, 1889. Joint answer filed.

May 10, 1889. Case assigned for hearing at the Palmer hous Chicago, Ill., May 28, 1889.

May 28, 1889. Hearing called. No appearance by complainan Defendant consenting thereto, the hearing was postpone indefinitely.

178. Abiel Leonard *v.* Chicago and Alton Railroad Company.

Complaint alleges that defendant's rate of 24 cents per 1 pounds on cattle in car-loads of 20,000 pounds transporte from Mount Leonard, Mo., to Chicago, is unjust and unrea onable; that defendant's new system of weighing cattle in i own time and way at Chicago often causes such delay as prevent the necessary feeding and watering of cattle aft unloading in time to place them on the market in prop shape, thereby causing a great disadvantage to the shippe that defendant's former reasonable practice was to char for cattle by the car-load, allowing twenty head of cattle the car.

Mar. 14, 1889. Complaint filed.

Mar. 18, 1889. Copy complaint and notice to answer sent carrier.
Mar. 18, 1889. Notice sent complainant.
Apr. 8, 1889. Answer filed.
Apr. 9, 1889. Case assigned for hearing May 6, 1889, 3 p. m., at Jefferson City, Mo.
Apr. 18, 1889. Hearing postponed to the last of May or the early part of June, at a day to be named hereafter.
Apr. 20, 1889. Petition for leave to file amended answer filed. Leave granted, answer to be filed within fifteen days.
May 4, 1889. Amended answer filed.
May 10, 1889. Case assigned for hearing at the court-house, Jefferson City, Mo., May 29, 1889, 12 m. Replication filed.
May 29, 1889. Hearing had. Briefs to be filed and oral argument to be presented if desired.
July 2, 1889. Brief for complainant filed.
Aug. 15, 1889. Brief for defendant filed.

Opinion by Cooley, Chairman. (3 I. C. C. Rep., 241.)

Held, That it was not unlawful for defendant to prescribe a minimum weight for a car-load of live cattle and charge by the hundred pounds in proportion to the car-lot rate for any excess over the minimum. Case retained for further showing by complainant on the question whether the rates charged were reasonable.

179. Logan B. Chappelle *v.* Chicago and Alton Railroad Company.

Complaint alleges that defendant's rates of 24 cents per 100 pounds on cattle in car-loads from Mount Leonard, Mo., to Chicago is unjust and unreasonable, and largely increases the car-load rate of $50 per car, which was ample and had been in force between said points for the past ten years.

Mar. 14, 1889. Complaint filed.
Mar. 18, 1889. Copy complaint and notice to answer sent carriers.
Mar. 18, 1889. Notice sent complainant.
Apr. 8, 1889. Answer filed.
Apr. 9, 1889. Case assigned for hearing May 6, 1889, 3 p. m., at Jefferson City, Mo.
Apr. 18, 1889. Hearing postponed to the last of May or the early part of June, at a day to be hereafter named.
Apr. 20, 1889. Petition for leave to file amended answer filed. Leave granted to be filed within fifteen days.
May 4, 1889. Amendment to answer filed.
May 10, 1889. Case assigned for hearing at the court-house, Jefferson City, Mo., May 29, 1889, 12 m. Notices sent parties. Replication filed.
May 29, 1889. Hearing had. Briefs to be filed and oral argument to be presented if desired.
July 2, 1889. Brief for complainant filed.
Aug. 15, 1889. Brief for defendant filed.

Opinion by Cooley, Chairman. (3 I. C. C. Rep., 241.)
Same disposition as of No. 178.

180. New Orleans Cotton Exchange *v.* Illinois Central Railroad Company.

Complaint alleges that defendant charges unjust and unreasonable rates for *hauling cotton* from the towns and stations

along its lines in the cotton producing region to New Orlea and especially from Parsons and Aberdeen, Miss., and in vening stations to New Orleans; that defendant unju discriminates in rates in favor of persons shipping cot north and east cotton-producing region and from Memp to New Orleans, as against shippers from Aberdeen, I sons, Wickliffe and intervening stations south to New leans; that it gives unreasonable preference and advant to Lowell, Boston, New York City and other eastern poi and subjects New Orleans to undue prejudice and disadv tage in the transportation of cotton.

Mar. 18, 1889. Complaint filed.

Apr. 8, 1889. Answer filed.

Apr. 22, 1889. Supplemental petition filed adding the follow carriers as parties defendant:

Michigan Central Railroad Company; Boston and Albany R. road Company; Canada Southern Railroad Company; N York Central and Hudson River Railroad Company; Te Haute and Indianapolis Railroad Company; Pennsylva Company; Pennsylvania Railroad Company; Indianapo and St. Louis Railway Company; Lake Shore and Michig Southern Railroad Company; Cleveland, Columbus, Cinci nati and Indianapolis Railway Company; Chicago an Grand Trunk Railway Company; Central Vermont Railroa Company; Cheshire Railroad Company; Chicago and A lantic Railway Company; New York, Pennsylvania and Ohi Railroad Company; New York, Lake Erie and Wester Railroad Company.

May 9, 1889, to June 7, 1889. Answers of additional defendan filed.

May 20, 1889. Case assigned for hearing at Washington, June 2 1889.

June 25, 26, 27, 1889. Hearing had.

July 8, 1889. Brief for complainant filed.

Oct. 21, 1889. Statement for Illinois Central Railroad filed.

Nov. 6, 1889. Reply brief for complainant filed.

Dec. 1, 1889. Case under advisement by the Commission.

181. In the Matter of Export Rates by Southern and Southwestern Rai way Carriers.

Mar. 18, 1889. *Ordered*, That a notification be sent to each of th railway carriers named below to appear before the Interstat Commerce Commission in the city of Washington on Tuesda April 2, 1889, at 10 o'clock a. m. of said day, for the purpo of fully and particularly setting forth and showing wh their export rates are, and how these export rates are ma by each of them, and also for the purpose of giving each said carriers an opportunity to be heard concerning the ma ner of making and publishing said rates in order to comp with the provisions of an act to regulate commerce, approv February 4, 1887, as amended by an act to amend said a approved March 2, 1889.

Louisville and Nashville Railroad Company; Cincinnati, N Orleans and Texas Pacific Railway Company; Alaba Great Southern Railway Company; New Orleans and Nor

eastern Railroad Company; Vicksburg and Meridian Railroad Company; Vicksburg, Shreveport and Pacific Railroad Company; Western and Atlantic Railroad Company; Central Railroad Company of Georgia; Western Railway of Alabama; Atlanta and West Point Railroad Company; Georgia Railroad Company; East Tennessee, Virginia and Georgia Railway Company; Chattanooga, Rome and Columbus Railroad Company; Atlantic and North Carolina Railroad Company; Norfolk and Western Railroad Company; Atlantic Coast Line; Seaboard and Roanoke Railroad Company; Richmond and Danville Railroad Company; Mobile and Ohio Railroad Company; Illinois Central Railroad Company; Newport News and Mississippi Valley Company; Chesapeake, Ohio and Southwestern Railway Company; Louisville, New Orleans and Texas Railway Company; Cape Fear and Yadkin Valley Railway Company; Savannah, Florida and Western Railway Company; Florida Railway and Navigation Company; South Carolina Railway Company; Chesapeake and Ohio Railway Company; Southern Pacific Company; Texas and Pacific Railway Company; Gulf, Colorado and Santa Fé Railway Company; Mexican National Railroad Company; International and Great Northern Railroad Company; Brunswick and Western Railroad Company; Kansas City, Memphis and Birmingham Railroad Company; Kansas City, Fort Scott and Memphis Railroad Company; Missouri Pacific Railway Company; St. Louis Iron Mountain and Southern Railway Company.

Apr. 2, 1889. Hearing had.

(See page 67 of this Report.)

182. In the Matter of Passenger Tariffs.

Conference, requested by the vice-chairman of the Central Traffic Association, acting on behalf of the general passenger agents of various railroad companies, directed to be held at the office of the Commission in Washington, D. C., on March 21, 1889.

Mar. 21, 1889. Conference held.

Mar. 27, 1889. Memorandum filed. (2 I. C. C. Rep., 649.)

183. New Orleans Cotton Exchange *v.* Louisville, New Orleans and Texas Railroad Company.

Complaint alleges that defendant, by establishing through rates on cotton from Memphis to Liverpool via the port of New Orleans, which are much less than the sum of the local rate from Memphis to New Orleans plus the current ocean rate from New Orleans to Liverpool, unjustly discriminates against the export cotton trade of New Orleans in favor of the export trade of Memphis.

Mar. 26, 1889. Complaint filed

Apr. 20, 1889. Answer filed.

May 20, 1889. Case assigned for hearing at Washington June 25, 1889.

June 25, 1889. Hearing called and continued to June 27.

June 27, 1889. Hearing had.

July 3, 1889. Brief for defendant filed.

Dec. 1, 1889. *Case under advisement* by the Commission.

Trust for the weight of longitudinal tanks mounted on t
or of two uprights tanks transported in box cars, and
to furnish tank cars of either description to compla
thereby giving undue preference to such Standard Oil
shippers and to shipments of oil by tanks over compl
and others shipping oil in wooden barrels. The com
further charges that defendants return such tanks and
cars free to said affiliated shippers, and in many ins
pay car mileage thereon.

Mar. 26, 1889. Complaint filed.

April 18, 1889, to May 4, 1889. Answers filed.

April 18, 1889. *Ordered*, That the pendency of this proceed
made known to the various railway carriers of the co
and that each of them be furnished a copy of the com
upon prompt application therefor, and that they have
to intervene and be heard if they so desire.

April 22, 1889. Copy of order as printed sent to each
therein named and to the parties.

May 2, 1889. Notice of intervention filed by New York, C
and St. Louis Railroad Company, S. B. Williams coun

May 6, 1889. Statement filed by Western and Atlantic R
Company, intervenor.

May 20, 1889. Case assigned for hearing at Washington,
June 18, 1889.

May 24, 1889. Statement filed by companies composing
sociated railways of Virginia and the Carolinas, inter

June 13, 1889. Hearing continued at petitioner's reques
after the summer vacation.

June 20, 1889. Application of complainant for writs of su
duces tecum filed.

June 29, 1889. Case assigned for hearing October 10, 188

July 12, 1889. Application amended by complainant.

July 20, 1889. *Ordered*, That for the present the above a
tion be denied.

October 21, 1889. Hearing further postponed by agreement of parties to December 10, 1889.

185. George Rice *v.* Cincinnati, Washington and Baltimore Railroad Company; Ohio and Mississippi Railway Company; St. Louis and San Francisco Railway Company; Atchison, Topeka and Santa Fé Railroad Company; Atlantic and Pacific Railroad Company; Southern Pacific Company.

Complaints alleges same as complaint in 184.

Mar. 26, 1889. Complaint filed.

Apr. 18 to May 4, 1889. Answers filed.

Apr. 18, 1889. *Ordered*, That the pendency of this proceeding be made known to the various railway carriers of the country, and that each of them be furnished a copy of the complaint on prompt application therefor, and that they have leave to intervene and be heard if they so desire.

Apr. 22, 1889. Copy of order as printed sent to the carriers therein named and to the parties.

Apr. 19, 1889. Answer of Union Pacific Railway Company, intervening defendant, filed. (For notices of intervention, *see* No. 184.)

May 20, 1889. Case assigned for hearing at Washington, June 18, 1889.

June 13, 1889. Hearing continued at petitioner's request until after the summer vacation. (For proceedings on petitioner's application for subpœnas *duces tecum*, *see* No. 184.)

June 29, 1889. Case assigned for hearing October 10, 1889.

Oct. 2, 1889. Hearing postponed at petitioner's request to November 19, 1889.

Oct. 21, 1889. Hearing further postponed by agreement of parties to December 10, 1889.

186. In the Matter of the Tariffs of the Grand Trunk Railway of Canada.

Information having been lodged with the Commission that the Grand Trunk Railway of Canada has been and is violating the act to regulate commerce by granting rebates on traffic taken and carried by it from points in the United States to points in Canada and by charging less than its published tariff rates on such traffic: *Ordered*, That the said the Grand Trunk Railway of Canada be notified to appear before the Interstate Commerce Commission on the 4th day of April, 1889, at 10 o'clock a. m. of said day, to submit to such investigation concerning all the matters aforesaid as may be made by the Commission.

Mar. 26, 1889. Copy of order sent to the respondent carrier and to the persons in said order named, to wit: Joseph Hickson, general manager, Montreal, Canada; J. W. Lond, general freight agent of through traffic, Detroit, Mich.; A. H. Harris, assistant general freight agent of through traffic, Buffalo, N. Y.; H. B. Ledyard, president Michigan Central Railroad Company, Detroit, Mich.

Apr. 4, 1889. Hearing and investigation had.

Apr. 15, 1889. Brief for respondent filed.

Opinion by Schoonmaker, Commissioner (3 I. C. C. Rep., 89).

road Company.

Complaint alleges that defendant's rate on eggs in from Washington Court-House, Ohio, to New York, sive and unreasonable, and that in refusing to m load classification rate on eggs, while sugar, starc celery, soap, oranges, pumpkins, squash, etc., are fied, is discrimination against shippers of eggs.

Mar. 29, 1889. Complaint filed.

Apr. 22, 1889. Answer filed.

May. 10, 1889. Case assigned for hearing at the Bood Toledo, Ohio, May 24, 1889.

May 24, 1889. Hearing had. Parties allowed to take au ditional testimony. Hearing of argument to be had to be named.

July 11–Aug. 3, 1889. Arguments filed.

Sept. 3, 1889. Case assigned for hearing at United Stat room, Indianapolis, Ind., September 17, 1889.

Sept. 17, 1889. Hearing continued. Defendant not rep Case to be submitted on receipt of answers to questi transmitted to defendant.

Sept. 30, 1889. Answers to complainant's questions file

Dec. 1, 1889. Case under advisement by the Commissio

188. Toledo Produce Exchange; Detroit Board of Trade; C Board of Trade *v.* Lake Shore and Michigan South way Company; Michigan Central Railroad Compa York Central and Hudson River Railroad Company and Albany Railroad Company.

Complaint alleges that the differentials charged by d from all western points to Boston and Boston points rates charged from such western points to N namely, 5 cents per 100 pounds on the third, fou and sixth classes, and 10 cents on first and second unjust and unreasonable; that while such differe

May 24, 1889. Hearing called. No evidence presented. Amendment of complaint allowed. Detroit Board of Trade withdrew from the case.
June 7, 1889. Amended complaint filed.
June 10, 1889. Argument and points of petitioner in the case of The Boston Chamber of Commerce *v.* The Lake Shore and Michigan Southern Railway Company, *et al.*, filed by complaintants in this case as a part of their argument.
June 24, 1889, to July 12, 1889. Answers to amended complaint filed.
Aug. 26, 1889. Replication filed.
Sept. 3, 1889. Case assigned for hearing at the Palmer House, Chicago, Ill., September 30, 1889.
Sept. 30, 1889. Hearing called. Case submitted on the papers on file.
Dec. 1, 1889. Case under advisement by the Commission.

189. Merchants' Union of Spokane Falls *v.* Northern Pacific Railroad Company.

Complaint alleges that defendant has in force along its line a classification of freights and schedule of rates from its eastern terminus to its western terminus and intermediate stations; that defendant as a member of the Trans-continental Association has established a tariff of commodity rates to Pacific coast terminal points, lower than the rates named in its said line schedule, which is likewise in force on all trans-continental lines, and includes more than 95 per cent. of the articles enumerated in said classification; and that by reason of defendant's giving such commodity rates to Pacific coast points it subjects Spokane Falls to undue prejudice and gives unreasonable preference to the cities of Portland, Tacoma, Genesee, Missoula and Ellensburgh; and also violates the provisions of the fourth section of the act to regulate commerce.

Apr. 2, 1889. Complaint filed.
Apr. 24, 1889. Answers filed.
Oct. 25, 1889. Case assigned for hearing December 17, 1889.

190. Fort Worth Ice Company; Corsicana Ice and R. Company; Denison Crystal Ice Company; Laredo Ice Factory; Texarkana Ice Company; Richardson's Ice Works; Dallas Ice Factory *v.* Missouri Pacific Railway Company; Texas and Pacific Railway Company; Gulf, Colorado and Santa Fé Railway Company; Fort Worth and Denver City Railway Company.

Complaint alleges that defendants rate on ice of $65 per car-load of 15 to 20 tons from Hannibal and St. Louis, Mo., and Quincy, Ill., to Dallas and Fort Worth, Tex., which is virtually 15 cents per 100 pounds, while corn is charged 48 cents, flour 55 cents, potatoes 60 cents, and ammonia (largely used by complainants in the manufacture of ice) $1.20 per 100 pounds, respectively, such car-load shipments of ice being also given time preference over other ordinary freight is greatly disproportionate in comparison to said rates on corn, flour, potatoes and ammonia, and said ice rate unjustly discriminates against complainants business of manufacturing ice and selling the same, to their great damage and loss.

way Company; and Atchison, Topeka and Santa F
road Company, and such others as they may be advi
necessary.

Hearing postponed until after the complaint has been am

July 1, 1889. Remonstrance filed by the Anheuser-Busch
ing Association of St. Louis, Mo., against granti
prayer of the petition.

Aug. 15, 1889. Application for dismissal of complaint fi
petitioners.

Aug. 15, 1889. *Ordered*, That complaint be dismissed.

191. In the Matter of Free Passes and Free Transportation.

Boston and Albany Railroad Company; Boston and Mai
road Company; Baltimore and Ohio Railroad Compan
falo, Rochester and Pittsburgh Railroad Company; t
tral Railroad Company of New Jersey; Central V
Railroad Company; Delaware and Hudson Canal Co
Delaware, Lackawanna and Western Railroad Co
Fitchburg Railroad Company; Grand Trunk Railwa
pany; Lehigh and Hudson River Railway Company;
Valley Railroad Company; Maine Central Railroa
pany; New York and New England Railroad Co
New York Central and Hudson River Railroad Co
New York, Lake Erie and Western Railroad Company
York, New Haven and Hartford Railroad Company
York, Ontario and Western Railroad Company; New
Philadelphia and Norfolk Railroad Company; New
Providence and Boston Railroad Company; New Yo
quehanna and Western Railroad Company; Penns
Railroad Company; Philadelphia and Reading Railro
pany; Providence and Worcester Railroad Company;
Watertown and Ogdensburg Railroad Company; W
New York and Pennsylvania Railroad Company; Wes
Railroad Company.

with it from its records a true and correct list of the names of all persons, if any, to whom it has issued free passes or free transportation, who are not its own officers and employés, or the officers and employés of other railroad companies, between November 1, 1888, and the time of such investigation, if any of them have done such business, with an explanation as to how and why this was done in each instance; and each of such carriers will be expected and required to present such a list as aforesaid for the purpose of said investigation and to verify the same by proper proof; and the said investigation will relate to the details of all this kind of business as done by each of said carriers.

Apr. 17, 1889. Copies of the foregoing order sent to said above named carriers.

May 3, 1889. Hearing and investigation had.

(*See page* 9 *of this report.*)

In the Matter of Commissions on the Sale of Tickets.

Burlington, Cedar Rapids and Northern Railway Company; Chicago and Alton Railroad Company; Chicago, Burlington and Quincy Railroad Company; Chicago, Burlington and Northern Railroad Company; Chicago, Burlington and Kansas City Railway Company; Chicago, Kansas and Nebraska Railway Company; Chicago, Milwaukee and St. Paul Railway Company; Chicago and North-Western Railway Company; Chicago, Rock Island and Pacific Railway Company; Chicago, Santa Fé and California Railway Company; Chicago, St. Paul and Kansas City Railway Company; Chicago, St. Paul, Minneapolis and Omaha Railway Company; Wisconsin Central Railroad Company; Chicago and Atlantic Railway Company; Chicago and Grand Trunk Railway Company; Detroit, Grand Haven and Milwaukee Railway Company; Detroit, Lansing and Northern Railroad Company; Flint and Pere Marquette Railroad Company; Illinois Central Railroad Company; Lake Shore and Michigan Southern Railway Company; Louisville, New Albany and Chicago Railway Company; Michigan Central Railroad Company; New York, Chicago and St. Louis Railroad Company; Pittsburgh, Fort Wayneand Chicago Railway Company; Wabash Railway Company; Wabash Western Railway Company.

Apr. 16, 1889. *Ordered*, That the above-named carriers appear before the Interstate Commerce Commission on the 7th of May, 1889, 10 o'clock a. m., then and there to answer and set forth what commissions, if any, each of them pays upon the sale of passenger tickets, and to whom and how this business is conducted by each of them.

Apr. 17. Copy of the foregoing order sent to each of the above-named carriers.

May 3–7. Answers filed.

May 7. Hearing and investigation held.

(*See page* 13 *of this report.*)

193. In the Matter of Trackage and Car Mileage.

Burlington, Cedar Rapids and Northern Railway Company; Chicago and Alton Railroad Company; Chicago, Burlington and

Quincy Railroad Company; Chicago, Burlington and Northern Railroad Company; Chicago, Burlington and Kansas City Railway Company; Chicago, Kansas and Nebraska Railway Company; Chicago, Milwaukee and St. Paul Railway Company; Chicago and North-Western Railway Company; Chicago, Rock Island and Pacific Railroad Company; Chicago, Santa Fé and California Railway Company; Chicago, St. Paul and Kansas City Railway Company; Chicago, St. Paul, Minneapolis and Omaha Railway Company; Wisconsin Central Railroad Company; Chicago and Atlantic Railway Company; Chicago and Grand Trunk Railway Company; Detroit, Grand Haven and Milwaukee Railroad Company; Detroit, Lansing and Northern Railroad Company; Flint and Pére Marquette Railroad Company; Illinois Central Railroad Company; Lake Shore and Michigan Southern Railway Company; Louisville, New Albany and Chicago Railway Company; Michigan Central Railroad Company; New York, Chicago and St. Louis Railroad Company; Pittsburgh, Fort Wayne and Chicago Railway Company; Wabash Railway Company; Wabash Western Railway Company.

Apr. 16, 1889. *Ordered*, That the above-named carriers appear before the Interstate Commerce Commission on the 8th of May, 1889, 10 o'clock a. m., then and there to answer and set forth what allowance, if any, each of them pays for trackage, and to whom in each instance and how this is done, and what allowance, if any, each of them pays for different classes of cars furnished by shippers, car companies, individuals, or connecting lines, and how this business is conducted and done by each of them, and as to what is a fair and just allowance for such different classes of cars.

Apr. 17. Copy of the foregoing order sent to each of the above-named carriers.

May 3–7. Answers filed.

May 8. Hearing and investigation held.

June 17. Circular of this date sent to each carrier named in the order of notice who failed to file answer in response thereto.

July 5 to October 7, 1889. Replies to foregoing circular filed.

(*See page* 15 *of this report.*)

194. George Rice *v.* Louisville and Nashville Railroad Company.

Complaint alleges that defendant's rates on coal oil between stated points are unjust and unreasonable; that defendant's rates on cotton-seed oil and turpentine, respectively, and on coal oil make and give an undue and unreasonable preference or advantage to the traffic in cotton-seed oil and turpentine over the traffic in coal oil; that the defendant's rates on coal oil make and give an undue and unreasonable preference and advantage to the traffic of coal oil in tank cars over the same traffic in barrel packages, and also give like preference to the Standard Oil Company, of Kentucky, the Standard Oil Company, of Ohio, the Camden Consolidated Oil Company, of West Virginia, and other shippers affiliated to the Standard Oil Trust, over complainant, to his unreasonable prejudice and disadvantage; that defendant's rates between points named in the complaint are in contravention of the fourth

section of the act, and that defendant's refusal to furnish tank cars is in contravention of the third section of the act.

Apr. 27, 1889. Complaint filed.

Apr. 27, 1889. *Ordered*, That the pendency of this proceeding be made known to the various railway carriers of the country, and that each of them be furnished a copy of the complaint on prompt application therefor, and that they have leave to intervene and be heard if they so desire.

Apr. 29, 1889. Copy of order as printed sent to each carrier therein named and to the parties.

May 20, 1889. Case assigned for hearing at Washington, June 18, 1889.

May 27, 1889. Notice of intervention filed by Cincinnati, New Orleans and Texas Pacific Railway Company, and associated Companies.

May 27, 1889. Answer filed.

June 13, 1889. Hearing continued at petitioner's request until after the summer vacation. (For proceedings on petitioner's application for subpœnas *duces tecum* see No. 184.)

June 24, 1889. Intervening joint answer of Cincinnati, New Orleans and Texas Pacific Railway Company, Alabama Great Southern Railroad Company, New Orleans and North-eastern Railroad Company, Alabama and Vicksburg Railway Company, and Vicksburg, Shreveport and Pacific Railroad Company, filed.

June 29, 1889. Case assigned for hearing October 10, 1889.

Aug. 12, 1889. Order entered directing the order of April 27, 1889, sent to additional railroad companies.

Aug. 13, 1889. Order granted allowing complainant to amend the petition in this proceeding. Amendment filed.

Aug. 14, 1889. Copies of above orders served.

Oct. 2, 1889. Hearing postponed at petitioner's request to November 19, 1889.

Oct. 21, 1889. Hearing further postponed by agreement of parties to December 10, 1889.

195. New Orleans Cotton Exchange *v.* Cincinnati, New Orleans and Texas Pacific Railway Company; Alabama Great Southern Railway Company; New Orleans and North-eastern Railroad Company; Vicksburg and Meridian Railroad Company; Vicksburg, Shreveport and Pacific Railroad Company; Cincinnati, Hamilton and Dayton Railroad Company; Cincinnati, Washington and Baltimore Railroad Company; Cleveland, Columbus, Cincinnati and Indianapolis Railway Company; Pittsburgh, Cincinnati and St. Louis Railway Company.

Complaint alleges that defendants above named, composing the "Queen and Crescent Route," charge unjust and unreasonable rates for handling cotton from Meridian, Miss., and stations on its lines north and south thereof, to New Orleans; that said defendants unjustly discriminate in rates in favor of persons shipping cotton north and east from the cotton-producing region as against shippers from said region to New Orleans; and that unreasonable preference and advantage is given by the defendants to shipments of cotton to Lowell, Boston, New York and other eastern points to the undue prejudice and disadvantage of New Orleans.

May 4, 1889. Complaint and amended complaint filed.
May 20, 1889. Case assigned for hearing at Washington, June 25, 1889.
May 28–June 7, 1889. Answers filed.
June 5, 1889. Application of the Planters' Compress Company and the Cotton Exchange of Meridian, Miss., filed for leave to intervene and file answer; application granted.
June 17, 1889. Answer of Meridian Board of Trade, intervenor, filed.
June 24, 1889. Depositions filed on behalf of defendants.
June 25, 26, 27, 1889. Hearing had.
July 8, 1889. Brief for complainants filed.
Dec. 1, 1889. Case under advisement by the Commission.

196. Maj. J. P. Sanger, Inspector-General U. S. Army, *v.* Southern Pacific Company, Lessee, Central Pacific Railroad and Union Pacific Railroad Company.

Complaint alleges an overcharge to complainant for three and one-half tickets for his family from San Francisco, two and one-half tickets to Fort Leavenworth, and one ticket to New York, as follows: Complainant as an army officer presented his transportation request to the agent of the Central Pacific and ascertained the through fares to the above destination for his family, but was refused tickets beyond Ogden, and the agent assured him that he would receive proportionate rates over the Union Pacific from that point, but on applying for the same at Ogden he was obliged to pay a considerable sum above those rates for such tickets and by reason of such overcharge and of such refusal to sell him through tickets, the complainant claims to have been defrauded of the sum of $73.90.

Apr. 27, 1889. Complaint filed.
May 8, 1889. Answer of Union Pacific Railway Company filed.
May 10, 1889. Case assigned for hearing at the Peabody House, Kansas City, Mo., May 31, 1889.
May 11, 1889. Notice sent Southern Pacific Company, lessee of Central Pacific Railroad, to appear and answer the complaint at the hearing.
May 11, 1889. Notices sent other parties.
May 31, 1889. Hearing had.

Opinion by Cooley, chairman. (3 I. C. C. Rep., 134.)

Defendants recommended to refund so much of the charges collected for the transportation from San Francisco to Ogden, and from Ogden eastward, as will leave to each carrier the exact sum it would have received had through tickets been purchased at San Francisco, as the complainant at first proposed.

197. Hezel Milling Company *v.* St. Louis, Alton and Terre Haute Railroad Company.

Complaint alleges that complainant owns flouring mills at East St. Louis, and delivers flour to defendant at its depot in East St. Louis for shipment to southern points; that the same rates per hundred or per barrel is charged as on shipments of like traffic from St. Louis, which defendant transports

from consignors places of business in St. Louis to its receiving depot at East St. Louis free of charge, though East St. Louis is a shorter distance from all points on its line than is St. Louis; that defendant employs transfer wagons or the St. Louis Bridge and Tunnel Railway Company to perform such transportation from St. Louis to its East St. Louis depot, and pays therefor the sum of 4 cents per hundred, or 8 cents per barrel, and also allows such compensation to St. Louis shippers making their own delivery in East St. Louis, but charges full rates to shippers of East St. Louis, thus making a less rate from St. Louis.

May 17, 1889. Complaint filed.
May 27, 1889. Answer filed.
Sept. 3, 1889. Case assigned for hearing at United States court-room, Indianapolis, September 17, 1889.
Sept. 17, 1889. Application for leave to amend complaint by making the Illinois Central Railroad Company a party defendant filed. Granted. Hearing continued to day to be named after filing of answer of new defendant.
Oct. 3, 1889. Amended complaint formally filed.
Oct. 26, 1889. Answer of Illinois Central Railroad Company filed.
Nov. 4, 1889. Answer of St. Louis, Alton and Terre Haute Railroad Company filed.

198. R. H. Whitlock *v.* Baltimore and Ohio Railroad Company; Northwestern Ohio Railroad Company.

Complaint alleges that box shooks manufactured by him at Tiffin, Ohio, have for several years been classified as sixth class, but that defendants now charge him 4 cents more per hundred pounds for the transportation of box shooks in carloads than on shipments in former years, and refuse to class them as box shooks unless shipped in bundles, terming them box stuff. It further alleges that complainant has to freight lumber to his factory and ship from thence to consignees, and that the two freights now charged exceed net profits, and it prays that his box shooks be ordered classed as formerly, in the sixth class.

May 20, 1889. Complaint filed.
June 5, 1889. Answer of Baltimore and Ohio Railroad Company filed.
June 21, 1889. Supplemental petition filed and a copy forwarded to J. T. Brooks, counsel of Pennsylvania Company, operating the Northwestern Ohio Railroad, at petitioner's request.
June 28, 1889. Answer of Northwestern Ohio Railroad filed by Pennsylvania Company, operating this defendant's road.
Dec. 1, 1889. Negotiations for settlement supposed to be pending.

199. San Bernardino Board of Trade *v.* Atchison, Topeka and Santa Fé Railroad Company; Atlantic and Pacific Railroad Company; Burlington and Missouri River Railroad Company; California Central Railroad Company; California Southern Railroad Company; Chicago, Kansas and Nebraska Railway Company; Missouri Pacific Railway Company; St. Louis and San Francisco Railway Company.

Complaint alleges violations of the fourth section of the act

by charging more for the shorter than for the longer distance on like kinds of property over the same line in the same direction from points on the Missouri River and from St. Louis, Chicago, Cincinnati, Detroit and New York to San Bernardino, Cal., the shorter distance, and Los Angeles, Cal., the longer distance.

May 21, 1889. Complaint filed.
June 7–25, 1889. Answers filed.
Sept. 5, 1889. Depositions on behalf of complainant filed.
Oct. 7, 1889. Deposition of J. S. Leeds on behalf of defendant filed.
Nov. 5, 1889. Case assigned for hearing at Washington December 4, 1889.
Nov. 13, 1889. Brief for complainant filed. Submission of case on the part of complainant filed.

200. Frederick A. White *v.* Michigan Central Railroad Company; Lake Shore and Michigan Southern Railway Company.

Complaint alleges that defendants at various stations on their lines receive wheat from farmers for storage in elevators and shipment therefrom, and that from each load of wheat so delivered defendants deduct and retain toll as follows: The Michigan Central 5 pounds, and the Lake Shore and Michigan Southern the odd pounds, not more than 10 nor less than 5, and the receipt given by defendants shows the weight of the load less such deduction; that such practice is in violation of the act and that defendants should be compelled to cease and desist therefrom. The complaint prays that they be also compelled to refund to complainant the value of wheat so retained from him for the past six years.

May 27, 1889. Complaint filed.
June 19, 1889. Notice for hearing on the complaint filed by Michigan Central Railroad Company.
July 5, 1889. Answer of Lake Shore and Michigan Southern Railway Company filed.
Aug. 11, 1889. Application to amend complaint filed.
Aug. 11, 1889. Ordered that application be filed and determined on the hearing.
Aug. 15, 1889. Depositions on behalf of petitioner filed.
Sept. 3, 1889. Case assigned for hearing at the Palmer House, Chicago, Ill., September 30, 1889.
Sept. 30, 1889. Hearing called. Case submitted.
Dec. 1, 1889. Opinion by Veazey, Commissioner. (3 I. C. C. Rep. —). Petitition dismissed without prejudice.

201. George M. Cooley *v.* St. Louis, Keokuk and Northwestern Railroad Company; Atchison, Topeka and Santa Fé Railroad Company; Atlantic and Pacific Railroad Company; California Southern Railroad Company; California Central Railway Company.

Complaint alleges violation of section 4 by defendants in charging more on like kind of property from St. Louis, Mo., to San Bernardino, Cal., than from St. Louis to Los Angeles, Cal., the distance to San Bernardino being shorter than to Los Angeles, and over the same line in the same direction.

June 8, 1889. Complaint filed.
June 10, 1889. Copy complaint and notice to answer sent carriers.
June 10, 1889. Notice sent complainant's counsel.
June 28, 1889. Time to answer of the Atchison, Topeka and Santa Fé Railroad Company extended thirty days.
June 29–Nov. 25, 1889. Answers filed.

202. John Livingston *v.* New York, Lake Erie and Western Railroad Company; Wells, Fargo & Co.

Complaint alleges that, under agreement, Wells, Fargo & Co. control the express business over the line of the New York, Lake Erie and Western Railroad Company, and that, almost daily, packages and letters are "franked" by express over said line with the consent and approbation of said railroad company; that said railroad company receives a moiety of the charges for express freight carried over its tracks, and said charges are unjust and unreasonable; that trains are run in respect to convenience, celerity, and certainty so as to compel shippers to send a large proportion of the most valuable property by express, and the charges in many cases amount to nearly one-half the value of the goods carried; that said railroad company is, and ought to be responsible for such extortionate charges; that the practice of said Wells Fargo & Co. is to do a general banking business through the agents and at the stations of said railroad company, and such practice is illegal.

June 10, 1889. Complaint filed.
July 15–24, 1889. Answers filed.
Sept. 3, 1889. Case set for hearing of testimony at United States court room, New York, N. Y., September 12, 1889.
Sept. 7, 1889. Hearing postponed indefinitely by Commission.
Oct. 25, 1889. Case assigned for hearing December 19, 1889.

203. John Relfe *v.* Atchison, Topeka and Santa Fé Railroad Company; Atlantic and Pacific Railroad Company; Prescott and Arizona Central Railroad Company; California Southern Railroad Company.

Complaint alleges that on a shipment of household goods from Leavenworth, Kans., to Prescott, Ariz., weighing 1,590 pounds he prepaid the freight to the amount of $20, that he preceded the goods to Prescott, and before they arrived there, ordered the Prescott and Arizona Central and Atlantic and Pacific Companies to rebill and forward them to San Diego, Cal., and on such goods being delivered to him at San Diego he was compelled to pay $73.33 in addition to the amount prepaid. That the through rate to San Diego was $1.90 per 100 pounds, and the local rates to Prescott and thence to San Diego were less, but he was compelled to pay for the service rendered about $6 per 100 pounds.

June 11, 1889. Complaint filed.
Aug. 5, 1889. Answer of Prescott and Arizona Central Railroad Company filed.
Aug. 13, 1889. Joint answer of Atchison, Topeka and Santa Fé, Atlantic and Pacific and California Southern Railroad Companies filed.

204. Lehmann, Higginson & Co. *v.* Texas and Pacific Railway Company; Missouri, Kansas and Texas Railway Company, and H. C. Cross and George A. Eddy, receivers of said company.

Complaint alleges that defendants charge an unreasonable rate on sugar in car-loads from New Orleans to Humboldt, Kans.

June 17, 1889. Complaint filed.
July 13 to Aug. 7, 1889. Answers filed.
Sept. 3, 1889. Case assigned for hearing at United States court room, Kansas City, Mo., September 24, 1889.
Sept. 24, 1889. Hearing had. Parties allowed to file briefs.

205. Lehmann, Higginson & Co. *v.* Southern Pacific Railway Company; Texas and Pacific Railway Company; Missouri, Kansas and Texas Railway Company, and H. C. Cross and George A. Eddy, receivers of said company.

Complaint alleges that defendants charge 85 cents per hundred pounds on sugar in car-loads from San Francisco to Humboldt, Kans., and that said charge is made up of 65 cents, the rate to Kansas City, which place is 117 miles farther distant from San Francisco than Humboldt and on the same line, plus the local rate, 20 cents, back to Humboldt.

June 17, 1889. Complaint filed.
July 13–Aug. 19, 1889. Answers filed.
Sept. 3, 1889. Case assigned for hearing at United States court room, Kansas City, Mo., September 24, 1889.
Sept. 24, 25, 1889. Hearing had. Parties allowed to file briefs.

206. Lehmann, Higginson & Co. *v.* Southern Pacific Railroad Company; Atlantic and Pacific Railroad Company; Atchison, Topeka and Santa Fé Railroad Company.

Complaint alleges that defendants refuse to charge less than 85 cents per 100 pounds on sugar in car-loads from San Francisco to Humboldt, Kans., which charge consists of 65 cents, the rate to Kansas City, plus the local rate back to Humboldt; that such sugar comes via Ottawa, does not go to Kansas City, and is rebilled to Humboldt, at Argentine; that the distance from Ottawa to Humboldt is no greater than from Ottawa to Kansas City.

June 17, 1889. Complaint filed.
July 9–August 29, 1889. Answers filed.
Sept. 3, 1889. Case assigned for hearing at United States court room, Kansas City, Mo., September 24, 1889.
Sept. 24, 25, 1889. Hearing had. Parties allowed to file briefs.

207. Lehmann, Higginson & Co. *v.* Central Pacific Railway Company; Southern and Pacific Railroad Company, Lessee, Central Pacific Railway Company; Union Pacific Railway Company; Missouri, Kansas and Texas Railway Company.

Complaint alleges that defendants refuse to charge less than 85 cents per 100 pounds on sugar in car loads from San Francisco to Humboldt, Kans., which charge is made up of the rate to Kansas City, namely, 65 cents plus the rate back to Humboldt; that such sugar comes by the way of Junction City, and that the distance from Junction City to Humboldt is less than from Junction City to Kansas City.

June 17, 1889. Complaint filed.
July 10, 1889, to Aug. 29, 1889. Answers filed.
Sept. 3, 1889. Case assigned for hearing at United States court room, Kansas City, Mo., September 24, 1889.
Sept. 24, 25, 1889. Hearing had. Parties allowed to file briefs.

208. Harvard Company *v.* Northern Pacific Railroad Company.

Complaint alleges that surgical chairs manufactured by complainant and shipped over defendant's road are classed as double first class; that prior to the taking effect of the act to regulate commerce they were in the first class; that they are shipped at owner's risk and receive no better attention from defendant than lower grades of freight; that to be reasonable the rates should be those fixed for second-class freight.

June 2, 1889. Complaint filed.
July 9. Answer filed.
Sept. 3. Case assigned for hearing at the Palmer House, Chicago, Ill., September 30, 1889.
Sept. 6. Deposition of Stewart D. McKelvey filed on behalf of complainant.
Sept. 30. Hearing called. Notice of settlement filed.

209. Harvard Company *v.* Chicago, Rock Island and Pacific Railway Company.

Complaint alleges same as in No. 208.

June 22, 1889. Complaint filed.
July 13, 1889. Answer filed.
Sept. 3, 1889. Case assigned for hearing at Palmer House, Chicago, Ill., September 30, 1889.
Sept. 30, 1889. Hearing called. Notice of settlement filed.

210. John Livingston, President, Railway Shareholders' Association *v.* Delaware, Lackawanna and Western Railroad Company; Louisville and Nashville Railroad Company; St. Louis Bridge and Tunnel Company; Texas and Pacific Railway Company; New Orleans and Pacific Company; Scioto Valley Railway Company; Newport News and Richmond Railway Company; Denver and Rio Grande Railroad Company; Columbus and Cincinnati Midland Railroad Company; Cincinnati, Indianapolis, St. Louis and Chicago Railway Company; Lake Erie and Western Railroad Company; Central Railroad Company of Georgia; Gulf, Colorado and Santa Fé Railway Company; Montana Union Railway Company; Keokuk and Western Railroad Company; Mobile and Ohio Railway Company; Atlanta and West Point Railroad Company; Cincinnati, Selma and Mobile Railroad Company; Western Railway Company of Alabama; Chesapeake and Ohio Railway Company; Nashville, Chattanooga and St. Louis Railway Company; Vandalia Line; Cairo, Vincennes and Chicago Line; Richmond and Allegheny Railroad Company; Cleveland, Lorain and Wheeling Railway Company; Western New York and Pennsylvania Railroad Company; New York and New England Railroad Company; East Tennessee, Virginia and Georgia Railway Company; Louisville, Evansville and St. Louis Railroad

Company; Pittsburgh and Lake Erie Railroad Company; Indianapolis, Decatur and Springfield Railway Company; Shenandoah Valley Railroad Company; Georgia Railroad Company; Newport News and Mississippi Valley Company; Chicago, Rock Island and Pacific Railway Company; Union Pacific Railway Company; Denver, Texas and Gulf Railroad Company; Chicago, Milwaukee and St. Paul Railway Company; West Shore Railroad Company; Chicago, and Grand Trunk or Detroit, Grand Haven and Milwaukee Railway Company; Oregon Railway and Navigation Company; Lehigh Valley Railroad Company; Chicago and Alton Railroad Company; Chicago and North-Western Railway Company; Burlington, Cedar Rapids and Northern Railway Company; Michigan Central Railroad Company; Grand Rapids and Indiana Railroad Company; Lake Shore and Michigan Southern Railway Company; Wisconsin Central Railroad Company; Pan Handle; Flint and Pere Marquette Railroad Company; Ogdensburg and Lake Champlain Railroad Company; Atlantic Coast Line; Chicago, St. Paul, Minneapolis and Omaha Railway Company; Illinois Central Railroad Company; New York, Pennsylvania and Ohio Railroad Company; Cleveland, Columbus and Indianapolis Railway Company; Indianapolis and St. Louis Railway Company; Canadian Pacific Railway Company, Cincinnati, New Orleans and Texas Pacific Railway Company.

Complaint alleges violations of the act by granting free transportation to delegates and wives of delegates to the convention of the Brotherhood of Locomotive Engineers, held at Richmond, Va., October 17, 1889.

June 29, 1889. Complaint filed.

July 10, 1889. Copy complaint and notice to answer served by mail July 6, on the Newport News and Richmond at 23 Broad street, New York, N. Y., returned with statement that said company has no office at that address. Complainants asked to furnish proper address.

July 16–Sept. 12, 1889. Answers filed.

Oct. 9, 1889. *Ordered*, That the amended petition presented in this case be filed.

Oct. 9, 1889. Amended complaint filed. (Additional allegations made.)

Amended title is as follows:

John Livingston, President, Railway Shareholders' Associatio *v.* Delaware, Lackawanna and Western Railroad Company; Louisville and Nashville Railroad Company; St. Louis Bridge and Tunnel Company; Texas and Pacific Railway Company; Cincinnati, New Orleans and Texas Pacific Railway Company; Scioto Valley Railway Company; Newport News and Mississippi Valley Company; Denver and Rio Grande Railroad Company; Columbus and Cincinnati Midland Railroad Company; Cincinnati, Indianapolis, St. Louis and Chicago Railway; Lake Erie and Western Railroad Company; Central Railroad and Banking Company of Georgia; Gulf, Colorado and Santa Fé Railway Company; Montana Union Railway Company; Keokuk and Western Railroad Company; Mobile and Ohio Railroad Company; Cincinnati, Selma and Mobile Railway

Company; Western Railway of Alabama; Atlanta and West Point Railroad Company; Chesapeake and Ohio Railway Company; Nashville, Chattanooga and St. Louis Railway Company; Terre Haute and Indianapolis Railroad Company; Cleveland, Cincinnati, Chicago and St. Louis Railway Company; Richmond and Allegheny Railroad Company; Cleveland, Lorain and Wheeling Railroad Company; Western New York and Pennsylvania Railroad Company; New York and New England Railroad Company; East Tennessee, Virginia and Georgia Railway Company; Louisville, Evansville and St. Louis Railroad Company; Pittsburgh and Lake Erie Railroad Company; Indianapolis, Decatur and Western Railway Company; Shenandoah Valley Railroad Company; Georgia Railroad Company; Chicago, Rock Island and Pacific Railway Company; Union Pacific Railway Company; Missouri Pacific Railway Company; Denver, Texas and Gulf Railroad Company; Chicago, Milwaukee and St. Paul Railway Company; West Shore Railroad Company; Chicago and Grand Trunk Railway Company; Detroit, Grand Haven and Milwaukee Railway Company; Oregon Railway and Navigation Company; Lehigh Valley Railroad Company; Chicago and Alton Railroad Company; Chicago and Northwestern Railway Company; Burlington, Cedar Rapids and Northern Railway Company; Michigan Central Railway Company; Grand Rapids and Indiana Railroad Company; Lake Shore and Michigan Southern Railway Company; Wisconsin Central Company; Pittsburgh, Cincinnati and St. Louis Railway Company; Flint and Pere Marquette Railroad Company; Ogdensburgh and Lake Champlain Railroad Company; Atlantic Coast Line Association; Chicago and Atlantic Railway Company; Chicago, St. Paul, Minneapolis and Omaha Railway Company; Illinois Central Railroad Company; New York, Pennsylvania and Ohio Railroad Company; Richmond, Fredericksburg and Potomac Railroad Company; Connecticut River Railroad Company; Central Vermont Railroad Company; Denver and Rio Grande Western Railway Company; Columbus, Hocking Valley and Toledo Railway Company; Columbus and Eastern Railway Company; Cleveland, Akron and Columbus Railway Company; Providence and Worcester Railroad Company; Milwaukee and Northern Railroad Company; Central Railroad Company of New Jersey; Western and Atlantic Railroad Company; Savannah, Florida and Western Railway Company; Baltimore and Ohio Railroad Company; Cincinnati, Washington and Baltimore Railroad Company; Ohio River Railroad Company; Louisville, New Albany and Chicago Railway Company; Raleigh and Augusta Air Line Railroad Company; Raleigh and Gaston Railroad Company; St. Paul, Minneapolis and Manitoba Railway Company; Northern Pacific Railroad Company; Richmond and Danville Railroad Company; Norfolk and Western Railroad Company; Rome, Watertown and Ogdensburgh Railroad Company; Ohio, Indiana and Western Railway Company; Southern Pacific Company; Chicago, St. Paul and Kansas City Railway Company; Western Maryland Railroad Company; St. Louis and San Francisco Railway Company; Boston and Maine Railroad Company; Wabash Western Rail-

road Company; Delaware and Hudson Canal Company; Pennsylvania Company; Pennsylvania Railroad Company; Louisville, New Orleans and Texas Railway Company; Kentucky Central Railway Company; Fitchburg Railroad Company; Green Bay, Winona and St. Paul Railroad Company; Wabash Railroad Company; Pittsburgh, Fort Wayne and Chicago Railway Company; Cleveland and Pittsburgh Railroad Company; Cincinnati, Hamilon and Dayton Railroad Company; Cincinnati, Hamilton and Indianapolis Railroad Company; Dayton and Michigan Railroad Company; Atchison, Topeka and Santa Fé Railroad Company; Charleston and Savannah Railway Company; Columbus, Springfield and Cincinnati Railroad Company; New York Central and Hudson River Railroad Company; Boston and Albany Railroad Company; Ohio and Mississippi Railway Company; Grand Trunk Railway Company; Minneapolis and St. Louis Railway Company; Cleveland, Columbus, Cincinnati and Indianapolis Railway Company; Indianapolis and St. Louis Railway Company; Canadian Pacific Railway Company.

Oct. 25, 1889. Case assigned for hearing December 19, 1889.

Oct. 26, 1889.–Dec. 1, 1889. Answers to amended complaint partially filed.

211. John A. Roebling's Sons Company *v.* Pennsylvania Railroad Company; Cumberland Valley Railroad Company; Shenandoah Valley Railroad Company; Norfolk and Western Railroad Company; East Tennessee, Virginia and Georgia Railway Company; Alabama Great Southern Railroad Company.

Complaint alleges that iron telegraph wire can not be distinguished from fence wire by ordinary inspection, and there is but little difference in value, yet on shipments of the former from Trenton, N. J., to Attalla, Ala., complainant is charged by defendants 81 cents per 100 lbs., while the rate on the latter for such transportation is 31 cents per 100 lbs. That the Pennsylvania Railroad Company charges only sixth class rates on iron telegraph wire when offered for western shipment, but on southern shipments fourth-class rates are exacted. A refund of excess charges is demanded.

July 6, 1889. Complaint filed.

July 29–Aug. 17, 1889. Answers filed.

Aug. 3, 1889. Statement filed by defendants that complaint had been satisfied.

Nov. 16, 1889. Acknowledgment of satisfaction filed by complainant.

Nov. 16, 1889. *Ordered*, That complainant have leave to withdraw the complaint and that proceedings be discontinued.

212. Joseph J. Wood *v.* Central Railroad of Georgia; Savannah, Florida and Western Railroad Company.

Complaint alleges that 3 barrels of oranges shipped over defendants' lines from Conway, Fla., to Columbus, Ga., were detained in transit from December 6 to December 31, 1888, that they were shipped for the Christmas trade; that complainant's offer to receive goods, sort out the decayed fruit,

and put in claim for damage less the freight charges was refused; the value of the goods less such freight charges is demanded.

July 6, 1889. Complaint filed.

July 31, 1889. Acknowledgment of satisfaction filed by complainant.

Aug. 8, 1889. Papers relating to settlement filed by defendant. Leave granted to withdraw complaint and proceedings discontinued.

213. Pennsylvania Company, operating the Jeffersonville, Madison and Indianapolis Railroad, *v.* Louisville, New Albany and Chicago Railway Company.

Complaint alleges unjust discrimination between passengers by defendant in issuing mileage tickets for $20 good for 1,000 miles, and either not requiring purchasers to indorse them with their own names at the time of sale, or instructing conductors to make no effort to see that the tickets when presented by passengers are being used by the persons whose names are indorsed thereon, or to acquiesce in a total disregard of the printed conditions shown on said tickets; that thereby such mileage tickets or parts thereof fall into the hands of ticket scalpers in Louisville and Chicago, and are by them sold, so that while the established rate between said cities is $9, persons purchasing such mileage tickets or parts thereof could travel the same journey for $7, as by arrangement the unused portions of said tickets are redeemable at destination by the scalpers; and that such practice by defendant also results in great loss of traffic to complainant which it would otherwise receive.

July 10, 1889. Complaint filed.

Aug. 5, 1889. Answer filed.

Sept. 3, 1889. Case assigned for hearing at United States courtroom, Indianapolis, Ind., Sept. 17, 1889.

Sept. 17, 1889. Hearing called. Notice given that cause of complaint had been removed.

Sept. 17, 1889. Memorandum by the Commission filed. (3 I. C. C. Rep., 223.) Leave granted to withdraw complaint.

214. Chicago, St. Louis and Pittsburgh Railroad Company *v.* Cleveland, Cincinnati, Chicago and St. Louis Railroad Company.

Complaint makes the same allegations in regard to passenger traffic between Cincinnati and Chicago as are made in complaint No. 213, concerning passenger traffic between Louisville and Chicago.

July 10, 1889. Complaint filed.

Aug. 2, 1889. Answer filed.

Sept. 3, 1889. Case assigned for hearing at United States courtroom, Indianapolis, Ind., September 17, 1889.

Sept. 17, 1889. Hearing called. Notice given that cause of complaint had been removed.

Sept. 17, 1889. Memorandum by the Commission filed. (3 I. C. C. Rep., 223.) Leave granted to withdraw complaint.

215. Pittsburgh, Cincinnati and St. Louis Railway Company *v.* Baltimore and Ohio Railroad Company.

Complaint alleges violations of the act by defendant in giving "party rates" and issuing round-trip excursion tickets without posting the rate at which they are sold.

July 10, 1889. Complaint filed.
July 31, 1889. Answer filed.
Sept. 3, 1889. Case assigned for hearing at United States courtroom, Indianapolis, Ind., September 17, 1889.
Sept. 3, 1889. Hearing postponed at request of parties. Case to be heard at Washington in November, on a day to be named.
Oct. 25, 1889. Case assigned for hearing November 7, 1889.
Nov. 6, 1889. Hearing postponed to November 15, 1889, at the request of parties.
Nov. 15, 1889. Hearing had. Counsel to file briefs in twenty days.

216. Oregon Short Line Railway Company *v.* Northern Pacific Railroad Company.

Complaint alleges that defendant refuses to afford complainant reasonable, proper and equal facilities for the interchange of traffic at Portland, Oregon, and that it has refused to transport freight at Tacoma and Seattle, although the full amount of freight charges for the service was previously tendered in each case.

July 16, 1889. Complaint filed.
July 16, 1889. Copy complaint and notice to answer sent carrier.
July 16, 1889. Notice sent complainant.
Aug. 8, 1889. Answer filed.
Oct. 25, 1889. Case assigned for hearing November 18, 1889.
Nov. 12, 1889. Memorandum by the Commission filed on motion of complainant for leave to file a replication. Motion denied. (3 I. C. C. Rep., 264.)

217. Joseph J. Wood *v.* Georgia Midland and Gulf Railroad Company; East Tennessee, Virginia and Georgia Railroad Company; Florida Central and Peninsula Railroad Company; Florida Southern Railway Company.

Complaint alleges that ten crates of tomatoes shipped from McIntosh, Fla., to complainant at Columbus, Ga., were detained so long on the road that they arrived in very bad order; that complainant offered to sort and repack the goods, and put in claim for the value of the tomatoes less the freight charges, but this was refused. That amount is now demanded.

July 17, 1889. Complaint filed.
July 25, 1889. Notice filed by complainant that the Florida Southern Railway Company is not a proper party defendant.
July 25, 1889. Notice sent the Florida Southern Railway Company that it need not file answer to the complaint.
Aug. 9 to Nov. 22, 1889. Answers filed.

218. George Rice *v.* Atchison, Topeka and Santa Fé Railroad Company; Atlantic and Pacific Railroad Company; Alabama Great Southern Railroad Company; Alabama and Vicksburg Railway Company; Central Pacific Railroad Company; Cincinnati, New Orleans and Texas Pacific Railway Company; Illinois Central Railroad Company; International and Great Northern Railroad Company; Louisville, New Orleans and Texas Railway Company; Mobile and Ohio Railroad Company; Newport News and Mississippi Valley Company; New Orleans and Northeastern Railroad Company; Southern Pacific Company; St. Louis, Iron Mountain and Southern Railway Company; Texas and Pacific Railway Company; Union Pacific Railway Company.

Complaint alleges that defendants give undue and unreasonable preference and advantage on petroleum and its products to important and central points on their lines where the Standard Oil Trust, or companies affiliated to it, have large receiving and shipping stations, so that said trust or said companies can at such stations receive and re-ship the same over defendants' lines to intermediate and final points of delivery at much less rates for the entire service than are charged to petitioner of similar products from the same points of origin to the same points of final delivery without re-shipping the same at any point. That the rates petitioner is compelled to pay for the service are unjust and unreasonable, and that defendants, by reason of the facts above stated, charge more on such transportation for the shorter than for the longer distance over the same line in the same direction.

July 22, 1889. Complaint filed.
Aug. 12–Sept. 18, 1889. Answers filed.
Aug. 14, 1889. *Ordered*, That the pendency of this proceeding be made known to the various railroad companies named, and that each of them be furnished a copy of the complaint on prompt application therefor, and that they have leave to intervene and be heard if they so desire.
Aug. 17, 1889. Copy of order sent to each carrier therein named and to the parties.
Aug. 31, 1889. Correction of answer of Alabama Great Southern and other railroad companies filed, attached to answer, and copies sent to complainant and his counsel.
Oct. 21, 1889. Case assigned for hearing at Washington, December 12, 1889.

219. George Rice *v.* Mobile and Ohio Railroad Company.

Complaint alleges that defendant charges fourth-class rates on petroleum packed in wooden cases, each containing two tin cans of 5 gallons capacity, and sixth-class rates on petroleum shipped in barrels, but it refuses to allow petitioner to make up a car-load of petroleum in wooden cases and barrels; thus putting him at a great disadvantage in competition with other producers who are enabled to load full car-loads of each class of traffic.

July 22, 1889. Complaint filed.
Aug. 14, 1889. Answer filed.

Oct. 21, 1889. Case assigned for hearing at Washington December 12, 1889.

220. Bennet D. Mattingly *v.* Pennsylvania Company.

Complaint alleges that defendant unjustly discriminates against complainants by refusing to deliver freight to the Louisville, New Albany and Chicago Railway Company at New Albany, Ind., when such freight is consigned for delivery to him at Louisville on the tracks of the Kentucky and Indiana Bridge Company.

Aug. 1, 1889. Complaint filed.
Sept. 3, 1889. Case assigned for hearing at United States court-room, Indianapolis, Ind., September 17, 1889.
Sept. 17, 1889. Hearing had. Parties allowed to file briefs.
Sept. 26, 1889. Brief for complainant filed.
Nov. 18, 1889. Brief for defendant filed.
Dec. 1, 1889. Case under advisement by the Commission.

221. George D. Sidman *v.* Piedmont Air-Line Railroad Company.

Complaint alleges unjust discrimination between complainant and others holding commutation passenger tickets for use between Washington, D. C., and Herndon, Va.

Aug. 5, 1889. Complaint filed.
Aug. 7, 1889. Copy of complaint and notice to answer sent carrier (Richmond and Danville Railroad Company).
Aug. 21, 1889. Answer filed.
Oct. 25, 1889. Case assigned for hearing November 8, 1889, 10 a. m. Notices sent parties.
Nov. 4, 1889. Application for leave to withdraw answer filed.

Ordered, That leave to withdraw the answer on file be granted, and that complainant have leave to amend the complaint by substituting the name of the Richmond and Danville Railroad Company as defendant in the place and stead of the Piedmont Air-Line Railroad Company.

Nov. 5, 1889. Copies of above order served on the respective parties.
Nov. 8, 1889. Notice filed by complainant amending the complaint in accordance with the provisions of above order.

Copy of foregoing notice and amended complaint, with notice to answer in twenty days, sent carrier.

Nov. 26, 1889. Answer filed.

222. The Poughkeepsie Iron Company *v.* Boston and Albany Railroad Company.

Complaint alleges excessive rates, unjust discrimination, and preference and advantage in rates on pig-iron from Poughkeepsie to points on or beyond the line of defendant's road in favor of shippers of pig-iron from the Ohio region, called western pig-iron.

Aug. 5, 1889. Complaint filed.
Aug. 26, 1889. Answer filed.
Sept. 3, 1889. Case assigned for hearing of testimony at United States court-room, New York, N. Y., September 12, 1889.

Sept. 4, 1889. Hearing postponed indefinitely, at complainant's request, by Commissioner Bragg.
Oct. 25, 1889. Case assigned for hearing November 19, 1889, 10 a. m. Notices sent parties.
Nov. 12, 1889. Hearing postponed at complainant's request.

223. Interstate Commerce Railway Association *v.* Chicago and Alton Railroad Company.

Complaint alleges unjust discrimination by defendant in leasing a large number of live stock cars to the American Live Stock Commission Company at a nominal rental, guaranteeing repairs and collection of mileage, which amounts to a rebate on all stock shippers over defendant's road by the said lessee; and also by entering into a contract with meat firms in Kansas City for the transportation of beef and hogs dressed, or the product thereof, on a fixed basis of charges for a term of years.

Aug. 7, 1889. Complaint filed.
Sept. 3, 1889. Case assigned for hearing at the Palmer House, Chicago, Ill., September 30, 1889.
Sept. 14, 1889. Answer filed.
Sept. 30–Oct. 1, 1889. Hearing had.
Oct. 1, 1889. Leave granted to amend the complaint.

224. Chicago, Rock Island and Pacific Railway Company *v.* Chicago and Alton Railroad Company.

Complaint alleges that defendant has violated section 6 of the act by taking live stock (originally billed from western points to Chicago, and which were allowed by such billing to be sold at Kansas City and was there sold) from Kansas City to Chicago under the original billing when it was not a party to the through rate named in said billing, and which was done at a lower rate than was at the time named in its published tariff from Kansas City to Chicago

Aug. 7, 1889. Complaint filed.
Sept. 3, 1889. Case assigned for hearing at the Palmer House, Chicago, Ill., September 30, 1889.
Sept. 14, 1889. Answer filed.
Sept. 30–Oct. 1, 1889. Hearing had.
Dec. 1, 1889. Case under advisement by the Commission.

225. D. S. Alford *v.* Chicago, Rock Island and Pacific Railway Company.

Complaint alleges that defendant refuses to afford any facilities for freight and passenger business at Lawrence, Kans., through which its line runs, nor to stop trains there, although the business at that point warrants it.

Aug. 9, 1889. Complaint filed.
Aug. 28, 1889. Answer filed.
Sept. 3, 1889. Case assigned for hearing at United States court-room, Kansas City, Mo., September 24, 1889, 11 a. m.
Sept. 24, 1889. Hearing had. Briefs to be filed.

226. J. A. Moore *v.* Missouri Pacific Railway Company.

Complaint alleges that defendant charges on a hydraulic cider-press, consigned to complainant from Mount Gilead, Ohio, to

Greeley, Kans., an excessive rate on the haul from East St. Louis to Greeley, amounting to $3 per 100 pounds, while from Mount Gilead to East St. Louis, nearly double the distance, the rate charged was only 27 cents per 100 pounds.

Aug. 15, 1889. Complaint filed.
Notice of settlement filed. Leave granted to withdraw complaint and proceeding discontinued.

227. The Holly Springs Compress and Manufacturing Company *v.* Kansas City, Memphis and Birmingham Railroad Company.

Complaint alleges unjust discrimination by defendant against complainant by charging $1.45 per bale on compressed cotton loaded at complainant's compress by complainant and transported to Memphis, Tenn., where it is unloaded by consignee, while on flat or uncompressed cotton loaded and unloaded by defendant it charges the same rate. It further subjects shippers at Holly Springs, Miss., to prejudice and disadvantage by giving more favorable rates, relatively to Tupelo, New Albany, Potts Camp, Red Banks, Victoria and Byhalia, Miss., than to Holly Springs. Defendant has failed and neglected to post its tariffs in two public and conspicuous places at its depot or station in Holly Springs as required by law.

Aug. 15, 1889. Complaint filed.
Sept. 7, 1889. Answer filed.
Oct. 25, 1889. Case assigned for hearing November 14, 1889, 10 a. m.
Nov. 8, 1889. Amended complaint filed.
Nov. 8, 1889. Hearing postponed to a day to be named.
Nov. 11, 1889. Deposition on behalf of complainant filed.
Nov. 19, 1889. Proposed findings of fact filed by complainant.
Nov. 29, 1889. Answer to amended complaint filed.

228. Clarence D. Simpson and Thomas R. Watkins, trading as co-partners under the firm name of Simpson & Watkins *v.* Delaware and Hudson Canal Company.

Complaint alleges that defendant's rates on coal from the Carbondale district in Pennsylvania to points in New York northward to Rouses's Point are so excessive that when deducted from market value of coal at delivery points the remainder does not cover cost of coal at the collieries; that defendant, being a miner and shipper of coal over its road to said points, obtains a monopoly of the coal trade at each of them by reason of said excessive rates that defendant is bound as a common carrier to charge other shippers no more for coal transportation than the difference between the market value of coal at delivery points and the market value of coal in the Carbondale district plus 25 cents as a guaranty commission on the sale at destination; that defendant's rates on bituminous coal are believed to be only about one-third of anthracite rates and the two coals should be classed alike; that defendant in the busy season refuses to afford to complainants the coal cars known as "gravities" and "Delaware and Hudson exclusives" in their rightful proportion.

Aug. 24, 1889. Complaint filed.

Sept. 11, 1889. Stipulation of counsel that complaint may be withdrawn and case discontinued filed.
Sept. 11, 1889. Leave to withdraw petition granted and proceeding discontinued.

229. Andrew Langdon, Sumner W. White and Charles R. Heneage, trading as co-partners under the firm name of Andrew Langdon & Company, *v.* Delaware and Hudson Canal Company.

Complaint alleges same as complaint in No. 228.

Aug. 24, 1889. Complaint filed.
Sept. 12, 1889. Answer filed.
Oct. 25, 1889. Case assigned for hearing November 12, 1889, 10 a. m.
Nov. 11, 1889. Hearing postponed by agreement of parties.

230. Clarence D. Simpson and Thomas H. Watkins, trading as co-partners under the firm name of Simpson & Watkins, *v.* The New York, Lake Erie and Western Railroad Company.

Complaint alleges that defendant unjustly discriminates against complainants by giving more favorable rates on coal from the Honesdale and Carbondale districts in Pennsylvania, to points in New York and New Jersey to the Delaware and Hudson Canal Company and the Hillsdale Coal and Iron Company; that the discrimination often amounts to as much as 25 cents and 50 cents per ton; that defendant owns the capital stock of the latter company; that defendant carries coal in the name of said last-named company to said points and sells the same at such prices that after deducting the published rates of freight there remains a sum much less than the market value of coal at the mines, and if the loss so incurred is borne by said coal company it loses money, which loss is borne by defendant as stockholder, and such loss should be deducted from present rates in force to make the rates reasonable. It also discriminates in favor of the companies above named in the distribution of coal cars ordinarily used and those known as "Delaware and Hudson Exclusives."

Aug. 24, 1889. Complaint filed.
Sept. 11, 1889. Stipulation of counsel filed that petition may be withdrawn and proceeding discontinued.
Sept. 11, 1889. Leave to withdraw the petition granted and proceeding discontinued.

231. Hervey Bates and H. Bates, jr., *v.* Pennsylvania Railroad Company; Pennsylvania Company.

Complaint alleges that defendants unjustly discriminate against complainants in favor of millers in the East, at or near the the seaboard, by charging 23 cents per 100 pounds on ground and cracked corn, corn meal, guts and hominy, and the refuse therefrom from Indianapolis, where complainant's mills are located, to New York, while upon whole corn the rate per 100 pounds is but 18½ cents.

Aug. 29, 1889. Complaint filed.
Sept. 3. Case assigned for hearing at United States room, Indianapolis, Ind., September 17, 1889.

Sept. 12–13. Answers filed.
Sept. 17. Hearing had.
Oct. 24. *Ordered*, that the Baltimore and Ohio Railroad Company be notified of the pendency of this cause and be given an opportunity to be heard therein, and to signify its purpose and desire in this behalf on or before the 4th of November, 1889.
Oct. 30. Notice filed by the Baltimore and Ohio Railroad Company that it desires to be heard in this proceeding and to file an argument.
Oct. 31. *Ordered*, that the Baltimore and Ohio Railroad Company have leave to file an argument in this proceeding on or before the 15th of November, 1889.
Nov. 22, 1889. Argument on behalf of the Baltimore and Ohio Railroad Company filed.
Dec. 1, 1889. Case under advisement by the Commission.

232. Hoag & Tichenor *v.* New York, Lake Erie and Western Railroad Company.

Complaint alleges unjust discrimination by defendant in charging $31 on a car-load of empty nail kegs from Youngstown, Ohio, to Binghamton, N. Y., while its rates on a car-load of nails from and to the same points are only $27.60.

Aug. 31, 1889. Complaint filed.
Sept. 12, 1889. Answer setting forth satisfaction of complaint filed.
Sept. 12, 1889. Acknowledgment of satisfaction filed by complainant.
Sept. 12, 1889. Leave granted to withdraw complaint, and proceeding discontinued.

233. The American Wire Nail Company *v.* Cincinnati, New Orleans and Texas Pacific Railway Company; Alabama Great Southern Railroad Company; Alabama and Vicksburg Railway Company; New Orleans and Northeastern Railroad Company; Vicksburg, Shreveport and Pacific Railway Company.

Complaint alleges that defendants charge an excessive rate on wire nails from Cincinnati to Chattanooga, namely, 40 cents per 100 pounds, while they only charge 15 cents per 100 pounds for the same service in carrying iron nails, and that the two kinds of nails are precisely similar in character and value.

Aug. 31, 1889. Complaint filed.
Sept. 9, 1889. Answer setting forth satisfaction of complaint filed.
Sept. 3, 1889. Case assigned for hearing at United States court-room, Indianapolis, September 17, 1889.
Sept. 17. Hearing called. Notice given that cause of complaint had been removed, but decision requested.
Memorandum by the Commission filed. (3 I. C. C. Rep., 223.) Leave granted to withdraw complaint.

234. Frederick J. Switz *v.* Union Pacific Railway Company.

Complaint alleges that defendant unjustly discriminates against

the city of Kearney, and gives undue preference and advantage in freight rates from Omaha and Council Bluffs.

Sept. 2, 1889. Complaint filed.
Sept. 20, 1889. Answer filed.

235. Proctor & Gamble *v.* Cincinnati Hamilton and Dayton Railroad road Company; Pittsburgh, Cincinnati and St. Louis Railway Company; Pennsylvania Railroad Company

Complaint alleges violations of the act by defendants in placing common soap in the fifth class with soap powder, liquid soap, washing crystal etc., instead of the sixth class with staple articles of the grocery trade to which it is more similar in price, bulk, weight and necessity, to consumers.

Sept. 12, 1889. Complaint filed.
Oct. 4, to Nov. 22, 1889. Answers filed.
Oct. 25, 1889. Case assigned for hearing November 15, 1889.
Nov. 6, 1889. Hearing postponed to January 8, 1890.
Nov. 15–22, 1889. Depositions on behalf of complainants filed.

236. Proctor & Gamble *v.* Cleveland, Cincinnati, Chicago and St. Louis Railway Company; Lake Shore and Michigan Southern Railway Company; New York Central and Hudson River Railroad Company.

Complaint alleges same as complaint in No. 235.

Sept. 12, 1889. Complaint filed.
Oct. 7–17, 1889. Answers filed.
Nov. 6, 1889. Hearing postponed to January 8, 1890.
Nov. 15–22, 1889. Depositions on behalf of complainants filed.

237. Proctor & Gamble *v.* Orland Smith and H. C. Yergason, receivers of the Cincinnati, Washington and Baltimore Railroad Company; Baltimore and Ohio Railroad Company.

Complaint alleges same as complaint in No. 235.

Sept. 12, 1889. Complaint filed.
Oct. 2–10, 1889. Answers filed.
Oct. 25, 1889. Case assigned for hearing November 15, 1889.
Nov. 6, 1889. Hearing postponed to January 8, 1890.
Nov. 15–22, 1889. Depositions on behalf of complainants filed.

238. John Livingston, President Railway Shareholders' Association *v* New York, Lake Erie and Western Railroad Company.

Complaint alleges that defendant issues 500 and 1,000 mile tickets to employés at one-half and 1 cent per mile for use by said employés and members of their families, and that complainant is informed and believes that other persons than those named on the tickets use the same; allows minors and other persons to ride on freight trains without charge, to their great danger; and also that it has issued passes to persons claiming to be delegates to the convention of the Brotherhood of Locomotive Engineers held at Richmond in October and November, 1888, some of whom were not employés of any railroad company and most of whom were not employés of defendant.

Sept. 12, 1889. Complaint filed.

Oct. 9, 1889. Answer filed.
Oct. 25, 1889. Case assigned for hearing December 19, 1889, 10 a. m. Notices sent parties.

239. Hulbert H. Warner *v.* New York Central and Hudson River Railroad Company; West Shore Railroad Company; New York, Lake Erie and Western Railroad Company; Delaware, Lackawanna and Western Railroad Company; New York, Ontario and Western Railway Company; Pennsylvania Railroad Company; Baltimore and Ohio Railroad Company; Philadelphia and Reading Railroad Company; Lehigh Valley Railroad Company; Grand Trunk Railway Company of Canada, as members of the Trunk Line Association.

Complaint alleges that defendants violate section 2 of the act by charging second-class rates on patent medicines in car-loads, while other articles, similar in bulk, value and otherwise, such as ale, beer and mineral waters, are rated in the third class and fifth class in car-loads.

Sept. 14, 1889. Complaint filed.
Oct. 4–Dec. 1, 1889. Answers filed.

240. E. M. Raworth *v.* Northern Pacific Railroad Company; Oregon Railway and Navigation Company; St. Paul, Minneapolis and Manitoba Railway Company; Union Pacific Railway Company; Southern Pacific Railway Company.

Complaint alleges violation of section 4, by defendants in charging more for the transportation of sugar in car-loads from San Francisco to St. Paul, Minn., the longer distance.

Sept. 25, 1889. Complaint filed.
Oct. 14–Nov. 2, 1889. Answers filed.

241. American Mining and Smelting Company; Arkansas Valley Smelting Company; Harrison Reduction Works; Manville Smelting Company *v.* Denver and Rio Grande Railroad Company.

Complaint alleges that defendant not only charges an unreasonable through rate of $16 per ton on bullion shipped from Leadville, Colo., to Missouri River points, of which it receives $8 per ton for the haul to Denver, a distance of 277 miles, but that, by charging a through rate of $13 per ton on bullion from Salt Lake City to the Missouri River, of which it and the Denver and Rio Grande Western Railway Company receive but $5 for the haul from Salt Lake City to Denver, a distance of 732 miles, it unjustly discriminates against the Leadville shippers and gives to the Salt Lake City shippers an undue preference and advantage. The hauls of Leadville and Salt Lake bullion are the same from Salida eastward, and that place is situated about 217 miles west of Denver.

Oct. 1, 1889. Complaint filed.
Oct. 22, 1889. Stipulation of counsel filed extending time to answer until November 6, 1889.
Nov. 6, 1889. Answer filed.

242. Andrews Soap Company *v.* Pittsburgh, Cincinnati and St. Louis Railway Company; Cincinnati, Hamilton and Dayton Railroad Company; Cleveland, Cincinnati, Chicago and St. Louis Railway Company; Cincinnati, Washington and Baltimore Railroad Company; Chesapeake and Ohio Railway Company; Ohio and Mississippi Railway Company; New York, Pennsylvania and Ohio Railroad Company.

Complaint alleges that defendants unjustly place American castile soap in the second class, while white soaps, known as toilet soaps, are rated in the fourth class.

Oct. 5, 1889. Complaint filed.
Oct. 23 to Nov. 4, 1889. Answers filed.
Nov. 6, 1889. Case assigned for hearing at Washington, January 8, 1890.

243. W. S. King & Co. *v.* New York, New Haven and Hartford Railroad Company; New York and New England Railroad Company.

Complaint alleges violation of the act by charging more for the shorter haul in the transportation of flour from Pier 50, New York City, to Readville, Mass., than to Boston, Mass., the longer distance, and states that the rate to Readville is 18 cents per 100 pounds, and the rate to Boston is 9 cents per 100 pounds.

Oct. 10, 1889. Complaint filed.
Oct. 29–30, 1889. Answers filed.

244. Harvard Company *v.* Pennsylvania Company; Pennsylvania Railroad Company; Lake Shore and Michigan Southern Railroad Company; New York Central and Hudson River Railroad Company; Baltimore and Ohio Railroad Company; Grand Trunk Railway Company; Cleveland, Columbus, Cincinnati and Indianapolis Railway Company; Valley Railway Company; New York, Lake Erie and Western Railroad Company; Boston and Albany Railroad Company; New York and New England Railroad Company; New York, New Haven and Hartford Railroad Company.

Complaint alleges that surgical chairs manufactured by it are unjustly charged by defendants at double first-class rates, and that a reasonable classification of such chairs would be at second-class rates.

Oct. 12, 1889. Complaint filed.
Oct. 29–Nov. 21, 1889. Answers filed.

245. James & Mayer Buggy Company *v.* Cincinnati, New Orleans and Texas Pacific Railway Company; Western and Atlantic Railroad Company; Georgia Railroad Company.

Complaint alleges that defendants violate the act by charging the same rate per 100 pounds on vehicles from Cincinnati to Atlanta, Ga., as they charge from the same place over the same line to Augusta, Ga., 171 miles farther distant, namely, $1.01 per 100 pounds; and also by charging more for the shorter haul on the same traffic over the same line to Social Circle from Cincinnati than to Augusta, Ga., the rate to Social Circle being $1.31 per 100 pounds.

Oct. 8, 1889. Complaint filed.
Nov. 8–29, 1889. Answers filed.

246. Steamer R. T. Coles *v.* Nashville, Chattanooga and St. Louis Railway Company; Memphis and Charleston Railroad Company; Louisville and Nashville Railroad Company.

Complaint alleges unjust discrimination in rates charged by defendants on property delivered to or received from complainant, a common carrier between points on the Tennessee River in favor of like property delivered to or received from the Tennessee River Transportation Company, a common carrier between the same points on the Tennessee River.

Oct. 30, 1889. Complaint filed.
Nov. 18–25, 1889. Demurrers filed.

247. George Rice *v.* Union Pacific Railway Company; Atchison, Topeka and Santa Fé Railroad Company; Dunkirk, Allegheny Valley and Pittsburgh Railroad Company; Wabash Railroad Company, and John McNulta, receiver thereof; East Tennessee, Virginia and Georgia Railway Company.

Complaint alleges violations of the act by defendants in the classification of petroleum as compared with cotton-seed oil, linseed-oil, lard and naphtha; in charging the same rate for the return of empty tank cars, irrespective of the weight and capacity of each car; in deducting and carrying free 42 gallons or other quantity of the products of petroleum out of each tank car, without making a similar proportionate deduction in the amount of petroleum and its products carried by other methods than tank cars; in deducting and carrying free 12 per cent. or other quantity of gasoline or any one or more of the other products of petroleum without making a similar proportionate deduction of all other products carried under similar circumstances and conditions; in like rating and classification of car-load lots and less than car-load lots of petroleum and its products irrespective of whether the loading is in iron or wooden barrels or in cases.

Nov. 8, 1889. Complaint filed.
Nov. 8. 1889. *Ordered*, That the pendency of this proceeding be made known to the various railway carriers of the country, and that each of them be furnished with a copy of the petition upon application therefor, and that they have leave to appear and be heard therein if they so desire.
Nov. 22, 1889. Notice of appearance filed by the Western New York and Pennsylvania Railroad Company.

Summary from December 1, 1888, *to December* 1, 1889.

Cases heard and decided	33
Cases heard not decided	21
Cases hearing not completed	17
Cases withdrawn and settled by parties	14
Cases suspended by request of parties	12
Cases assigned for hearing	15
Cases at issue not assigned for hearing	14
Cases not at issue	3
Total	129

STATEMENT OF IMPORTANT POINTS DECIDED BY THE COMMISSION SINCE ITS ORGANIZATION.

ABSTRACT QUESTIONS.

OPINIONS ON.—The Commission will not express opinions on abstract questions; nor on questions presented by *ex parte* statements of fact; nor on questions of the construction of the statute when no controversy is pending.

In re Order of Railway Conductors.
In re Traders' and Travelers' Union.
In re Iowa Barb Steel Wire Company.
In re St. Louis Millers' Association.
In re Disabled Soldiers and Sailors.
Bishop *v.* Duval, receiver etc.
Harris *v.* Duval, receiver etc., *et al.*
Lincoln Board of Trade *v.* Union Pacific Railway Company, *et al.*
Pennsylvania Company *v.* Louisville, New Albany and Chicago Railroad Company.
Chicago, St. Louis and Pittsburgh Railroad Company *v.* Cleveland, Cincinnati, Chicago and St. Louis Railway Company.

BOOKS, PAPERS AND DOCUMENTS.

COMPULSORY PRODUCTION OF.—

Rice *v.* Cincinnati, Washington and Baltimore Railroad Company *et al.*, *in re* application of petitioner.

BURDEN OF PROOF.

TO SUSTAIN COMPLAINT IS ON COMPLAINANT.—

Fulton *v.* Chicago, St. Paul, Minneapolis and Omaha Railroad Company.
Harding *v.* Same Company.
Holbrook *v.* St. Paul, Minneapolis and Manitoba Railroad Company.

TO JUSTIFY GREATER CHARGE ON SHORTER HAUL IS ON RAILROAD COMPANY.—

In re Louisville and Nashville Railroad Company.
Spartanburg Board of Trade *v.* Richmond and Danville Railroad Company *et al.*

MILEAGE RATES ON BRANCH LINES.—A departure from the rule of equal mileage rates as applied to the several branches of a road is not conclusive that such rates are unlawful, but the burden is on the company making such departure to show its rates to be reasonable when disputed.

Logan *et al. v.* Chicago and North-Western Railway Company.

IS ON CARRIER TO JUSTIFY DISPROPORTIONATE OR RELATIVELY UNEQUAL RATES.—

McMorran *et al. v.* Grand Trunk Railway Company of Canada *et al.*

When grain and grain products are classified alike the burden is on carrier to justify difference in rates. (*Ib.*)

See Proof; Evidence; Rule XI. Rules of Practice.

CAR-LOAD RATES.

ON LIVE CATTLE.—Prescribed minimum rate for a car-load and a charge by the 100 pounds in proportion to the car-lot rate for any excess over the minimum. *Held* not to be unlawful.

Leonard & Chapelle *v.* Chicago and Alton Railroad Company.

CARRIERS.

WHAT ARE INTERSTATE.—The fact that the owner of merchandise, which is offered to a carrier for transportation from one point to another in the same State, intends to have it further transported by a second carrier into another State, does not make such first transportation interstate commerce or render the carrier subject to the control of the Commission in respect to it, even though such first carrier may be informed of the ultimate destination of the merchandise.

Missouri and Illinois Railroad Tie and Lumber Company *v.* Cape Girardeau and Southwestern Railway Company.

PRIVILEGES GRANTED BY.—Carrier must decide in the first instance what privileges he may or will grant under the act to regulate commerce, and if it is then complained that in doing so the act is violated, the Commission will have jurisdiction on complaint being filed for such violation.

In re Order of Railway Conductors.
In re Traders' and Travelers' Union.
In re Iowa Barbed Steel Wire Company.
In re St. Louis Millers' Association.
In re Disabled Soldiers and Sailors.

PROTECTION AGAINST UNREASONABLY LOW RATES.—The act to regulate commerce assumes that the carriers, in their power to make rates, have ample remedy to protect against rates which are unreasonably low.

In re Chicago, St. Paul and Kansas City Railway Company.

DUTY TO ACCEPT ALL ORDINARY TRAFFIC.—Common carriers are under obligation to take all descriptions of ordinary traffic from all points and it is right that the rates should be known and announced publicly in advance of the offering of traffic.

In re Tariffs of Transcontinental Lines.

RIGHTS OF SHIPPERS.—Under the act to regulate commerce shippers are not to be put in a position of subserviency to common carriers, nor required to ask for rates, but are entitled to equal and open rates at all times. (*Ib.*)

IMMIGRANT TRANSPORTATION.—A railroad company which transports immigrants in unfit cars will be required to provide better accommodations and to ascertain their fitness the Commission will make its own inspection.

Savery & Co. *v.* New York Central and Hudson River Railroad Company *et al.*

PROSECUTION OF.—A carrier which has conformed to the ruling of the Commission should not be prosecuted for alleged violations of law in that respect which occurred before such ruling was made and under a construction of the law then approved by the carriers' counsel.

Slater *v.* Northern Pacific Railroad Company.

EXCESSIVE RATES.—The fact that a road earns a little more than operating expenses is not to be overlooked, but it can not be made to justify grossly excessive rates. Wherever there are more roads than the business at fair rates will remunerate, they must rely upon future earnings for the return of investments and profits.

New Orleans Cotton Exchange *v.* Cincinnati, New Orleans and Texas Pacific Railway Company *et al.*

DUTY TO PUBLIC.—A railroad company is under special obligations to give reasonable rates for its local business, but there are many influences which may affect through rates while not bearing upon local rates at all; or if at all, in less degree.

Lippman & Co. *v.* Illinois Central Railroad Company.

Obligation of common carriers to transport freight arises upon tender of same for transportation in the usual way, without any special agreements. Compensation for the service secured by a lien upon the goods, except when payment in advance is made.

Riddle, Dean & Co. *v.* New York, Lake Erie and Western Railroad Company.

Regular patrons not entitled to preference in the use of equipment of common carriers. The public must be justly and equally served. (*Ib.*)

The duties of carriers in repect to short branch roads used as instrumentalities of interstate commerce stated.

Heck & Petree *v.* East Tennessee, Virginia and Georgia Railway *et al.*

A common carrier should be sensitive to the least suspicion of unfairness. The purchase of his services at a stated price, equal to all, should be a matter of course with every shipper.

In re Underbilling.

MUST FURNISH ADEQUATE CAR EQUIPMENT.—It is a common law and charter duty of every railway carrier subject to the act to regulate commerce to furnish a proper and adequate car equipment for all the reasonable needs of the business it advertises and undertakes to do, and if the carrier fails to do this to the wrongful injury of the shipper it is liable in damages therefor, but the statute has not clothed the Interstate Commerce Commission with the jurisdiction to order the carrier to furnish any particular equipment of cars, or in fact any cars at all. It is the duty of such carrier to select and furnish its own equipment of cars, under all the responsibility which the law requires of it in so vital and important a matter, for the public has not undertaken to divide responsibility with the carrier in this respect.

Scofield *et al. v.* Lake Shore and Michigan Southern Railway Company.

INSPECTION OF FREIGHT CARS.—After a freight tank-car has just returned from one long journey, it is the duty of the carrier before permitting it to start out loaded on another distant run, in which the lives and safety of brakemen, trainmen, and the property of the shipper will be involved, to have such car carefully inspected by a competent inspector, in order to ascertain whether it is in a safe condition for such service.

Michigan Congress Water Company *v.* Chicago and Grand Trunk Railway Company.

DECLARATION OF AGENTS.—Unauthorized declarations of a depot agent, implying that a tank car which has just returned from a long journey is in a safe conidtion to be loaded and started on another long run, are not binding upon the railroad company. (*Ib.*)

FRAMING OF TARIFFS.—The carriers themselves should devise the methods by which their tariffs should be framed in conformity to the law.

In re Tariffs of the Columbus and Western Railway Company.

PRODUCTION OF BOOKS, PAPERS, AND DOCUMENTS BY.—

Rice *v.* Cincinnati, Washington and Baltimore Railroad Company *et al.*, *in re* Application of Petitioner.

WHEN OVERCHARGE MADE THROUGH MISAPPREHENSION MAY BE RETURNED.—

Sanger *v.* Southern Pacific Company *et al.*

WHEN FOREIGN CARRIERS ARE SUBJECT TO THE ACT.—

In re Acts and Doings of the Grand Trunk Railway Company of Canada.

See Act to Regulate Commerce; Export Tariffs; Facilities of Traffic; Joint Rates; Joint Tariffs; Live Stock; Preference and Advantage; Reasonable Rates; Relative Rates; Tariffs; Unjust Discrimination; Underbilling; Water and Rail Lines.

CIRCUMSTANCES AND CONDITIONS.

WHAT MAY BE DISSIMILAR IN TRANSPORTATION.—

In re Louisville and Nashville Railroad Company.

Business Men's Association of the State of Minnesota *v.* Chicago, St. Paul, Minneapolis and Omaha Railway Company.

Rice, Robinson & Witherop *v.* Western New York and Pennsylvania Railroad Company.

Rend *v.* Chicago and North-Western Railway Company.

Logan *et al. v.* Chicago and North-Western Railway Company.

Business Men's Association of the State of Minnesota *v.* Chicago and North-Western Railway Company.

WHAT DO NOT CONSTITUTE DISSIMILAR.—

Vermont State Grange *v.* Boston and Lowell Railroad *et al.*

Harwell *v.* Columbus and Western Railroad Company.

Business Men's Association of the State of Minnesota *v.* Chicago, St. Paul, Minneapolis and Omaha Railway Company.

In re Chicago, St. Paul and Kansas City Railway Company.

CLASSIFICATION.

PRINCIPLES CONTROLLING.—

First Annual Report of Interstate Commerce Commission.

DIFFERENCES IN CLASSIFICATION MAY VIOLATE THE FOURTH SECTION.—Violation of the fourth section of the act can be accomplished by differences in classification as well as by differences in tariff rates.

Martin *v.* Southern Pacific Company *et al.*

MIXED CAR-LOAD LOTS.—Mixed car-load lots should be uniformly classified, and immediate adoption of a reasonable rule recommended. (*Ib.*)

ANALOGOUS ARTICLES ENTITLED TO SAME.—Classification of dried fruits and raisins in different classes works injustice to shippers. (*Ib.*)

Under a classification which puts lumber in car-load lots in the sixth class, and unfinished wagon materials in the fifth class, it is held that hub-blocks which are prepared as such to be sold to the manufacturers of hubs and of wheeled vehicles, but upon which only so much labor has been expended as is needful to put them in condition for seasoning, are to be regarded as the raw material upon which the process of manufacture of hubs is not yet begun, just as boards are the raw material from which wagon boxes are made. The blocks belong, therefore, when not otherwise specified in the classification sheet, with lumber instead of with unfinished wagon materials.

Hurlburt *v.* Lake Shore and Michigan Southern Railroad Company.

Hurlburt *v.* Pennsylvania Railroad Company.

Classification of railroad ties should correspond with that of other rough lumber. Comparisons stated, and *held* that the raising of same from sixth to fifth class in the official classification was unjustifiable.

Reynolds *v.* Western New York and Pennsylvania Railway Company.

DISTINCTIONS IN.—A statement of the grounds of differences in classifications of articles of freight of railroad companies, and a discussion of those which are involved with reference to pearline and common soap by which the conclusion of the Commission was reached that the classification of pearline should be reduced.

Pyle & Sons *v.* East Tennessee, Virginia and Georgia Railroad Company.

FRAUDS IN.—Fraudulent classification as a method of obtaining reduced rates, considered.

In re Underbilling.

CONSTRUCTION.—A classification sheet is put before the public for general information; it is supposed to be expressed in plain terms so that the ordinary business man can understand it, and, in connection with the rate sheets, determine for himself what he can be lawfully charged for transportation. The persons who prepare the classification have no more authority to construe it than anybody else, and they must leave it to speak for itself.

Hurlburt *v.* Lake Shore and Michigan Southern Railway Company.

Hurlburt *v.* Pennsylvania Railroad Company.

ARTICLES CLASSIFIED ALIKE ARE PRESUMPTIVELY ENTITLED TO EQUAL RATES.—

McMorran *et al.* *v.* Grand Trunk Railway Company of Canada *et al.*

FORM OF.—Form of tariffs and classifications in use criticised and requirements of statute stated in respect thereto.

In re Tariffs and Classifications of Atlanta and West Point Railroad Company *et al.*

See Uniform Classification.

COMMISSIONS ON SALE OF TICKETS.

REGULATION AGAINST PAYING.—The defendants adopted a regulation that they would not sell tickets for and over the line of a connecting road unless such connecting road would abstain from paying commissions to their agents on the sales made, and would make promise to that effect. Such a regulation is reasonable, and therefore legal.

Chicago and Alton Railroad Company *v.* Pennsylvania Railroad Company.

Chicago, Rock Island and Pacific Railroad Company *v.* New York Central and Hudson River Railroad Company.

A railroad company has a right to insist that its agents shall be its employés exclusively, and it is not obliged to permit any other company to make them its employés also. (*Ib.*)

The requirement in the act to regulate commerce that common carriers shall "afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and delivering of passengers and property to and from their several lines, and those connecting therewith," will not require a railroad company to sell through tickets over the line of a road whose managers persist in offering commissions to the agents who sell such tickets. The practice of paying commissions to the agents of other roads on tickets sold over the road of the company paying the same, condemned as demoralizing and as an improper drain on corporate resources. (*Ib.*)

If a passage ticket over several roads is a reasonable facility of travel, the privilege of paying a commission to the agent who sells it, and who would be required by duty to his employer to sell it when called for, without any commission therefor, can not be regarded as an incident to the facility, and therefore can not be insisted on. (*Ib.*)

Second Annual Report Interstate Commission. *In re* Passenger Tariffs and Rate Wars.

COMPETITION.

MAY MAKE OUT DISSIMILAR CIRCUMSTANCES AND CONDITIONS IN RAILWAY TRAFFIC.—

In re Louisville and Nashville Railroad Company.

WHEN NOT SUFFICIENT TO CONSTITUTE EXCEPTION.—
Vermont State Grange *v.* Boston and Lowell Railroad *et al.*
Harwell *v.* Columbus and Western Railway Company
WHEN NOT AN EXCUSE FOR UNJUST RELATIVE RATES.—
Raymond *v.* Chicago, Milwaukee and St. Paul Railway Company.
Boards of Trades Union, etc., *v.* Chicago, Milwaukee and St. Paul Railway Company.
EFFECT OF EXCESSIVE.—
First Annual Report of Interstate Commerce Commission.
EFFECT OF ACT UPON.—
First Annual Report of Interstate Commerce Commission.
BETWEEN LOCALITIES.—
Second Annual Report of Interstate Commerce Commission.
WHEN DISSIMILAR CIRCUMSTANCES AND CONDITIONS MAY BE MADE OUT BY RAILROAD COMPETITION.—
Business Men's Association of the State of Minnesota *v.* Chicago, St. Paul, Minneapolis and Omaha Railway Company.
Business Men's Association of the State of Minnesota *v.* Chicago and North-Western Railway Company.
WHEN DISSIMILAR CIRCUMSTANCES AND CONDITIONS ARE NOT MADE OUT BY RAILROAD COMPETITION.—
Martin *v.* Southern Pacific Company *et al.*
Second Annual Report of Interstate Commerce Commission.
Business Men's Association of the State of Minnesota *v.* Chicago, St. Paul, Minneapolis and Omaha Railway Company.
In re Chicago, St. Paul and Kansas City Railway Company.
EQUAL MILEAGE RATES OFTEN PREVENT.—
New Orleans Cotton Exchange *v.* Cincinnati, New Orleans and Texas Pacific Railway Company *et al.*
WHEN NOT AN EXCUSE FOR UNJUST RELATIVE RATES.—
Logan *et al.* *v.* Chicago and North-Western Railway Company.

COMPLAINT.

MUST BE SUPPORTED BY PROOF.—
Holbrook *v.* St. Paul, Minneapolis and Manitoba Railroad Company.
Fulton *v.* Chicago, St. Paul, Minneapolis and Omaha Railroad Company.
Harding *v.* Same company.
FORM OF.—
See Petition; Parties; Amendment; Rules of Practice.
INVESTIGATION WHEN NO PERSONAL GRIEVANCE PROVED.—
Smith *v.* Northern Pacific Railroad Company.
WHEN NOT ADJUDICATED.—When after trial, but before decision, the defendant concedes the relief sought and reduces its tariff to the rates claimed by the petitioner, no order is required to be made by the Commission.
Manufacturers' and Jobbers' Union of Mankato *v.* Minneapolis and St. Louis Railroad Company *et al.*
WHEN NOT ENTERTAINED BY COMMISSION.—No reasonable ground appearing.
La Crosse Manufacturers and Jobbers' Union *v.* Chicago, Milwaukee and St. Paul Railway Company.
Ottinger *v.* Southern Pacific Company.
AMENDMENTS OF.—The Commission is liberal in allowing an amendment to complaints, but will not allow one that would be in effect making a new case.
Delaware State Grange, etc., *v.* New York, Philadelphia and Norfolk Railroad Company *et al.*
Amendment is not necessary to bring in matters that would have been the subject of proof under the complaint as originally filed. *Ib.*

WHEN NOT FAVORED.—A complaint made for the purpose of retaliation for a fancied wrong, as to get even with a carrier for revocation of complainant's pass, does not commend itself to the Commission.

Slater *v.* Northern Pacific Railroad Company.

INFORMAL.—

Second Annual Report of Interstate Commerce Commission.

PARTIES.—Where a complaint is made against the reasonableness of through rates agreed upon by several connecting lines, it is necessary to make all of such connecting lines parties defendant.

Michigan Congress Water Company *v.* Chicago and Grand Trunk Railway Company.

See Act to Regulate Commerce; Parties.

WHEN INSUFFICIENT.—When a complaint charged that the respondent railroad companies, which were common carriers, subject to the act to regulate commerce, were accustomed to make deductions of from 5 to 10 pounds of wheat per load from the true weight when delivered by the farmer to the buyer at the elevators of the respondents, and gave receipt to the farmer for the amount as thus diminished, upon which the latter was paid by the buyer, thereby suffering a loss to the extent of such reduction, but failed to charge that the wheat was delivered for interstate transportation, or, indeed, for transportation anywhere, it was *held* that the complaint was insufficient in substance to show violation of the act to regulate commerce, and that the respondents were entitled to have it dismissed on their motions to that effect, but that the dismissal should be without prejudice.

White *v.* The Michigan Central Railroad Company and the Lake Shore and Michigan Southern Railway Company.

COST OF CARRIAGE.

IS AN IMPORTANT FACT IN TRANSPORTATION CHARGES.—

In re Louisville and Nashville Railroad Company; Boston Chamber of Commerce *v.* Lake Shore and Michigan Southern Railway Company; Evans *v.* Oregon Railway and Navigation Company.

OF LONG-HAUL TRAFFIC NOT TO BE IMPOSED ON LOCAL TRAFFIC.—(*Ib.*)

DIFFICULTY OF DETERMINING.—(*Ib.*)

ELEMENTS ENTERING INTO.—

First Annual Report of Interstate Commerce Commission.

DIFFERENCE BETWEEN, ON THROUGH AND LOCAL TRAFFIC.—

Business Men's Association of the State of Minnesota *v.* Chicago and North-Western Railway Company.

MILK TRANSPORTATION.—The elements of extra expense are substantially the same upon milk transported from every part of the line of road over which the special milk trains run.

Howell *et al. v.* New York, Lake Erie and Western Railroad Company *et al.*

EXCEPTIONAL CIRCUMSTANCES AND CONDITIONS CAUSED BY.—

Rice, Robinson & Witherop *v.* Western New York and Pennsylvania Railroad Company.

LOCAL AND THROUGH TRAFFIC.—Through rates should not be made so low as to burden other business with a part of the cost of the business upon which it is imposed.

Lippman & Co. *v.* Illinois Central Railroad Company.

CONCESSION OF RELIEF.

TERMINATES THE CONTROVERSY.—

Manufacturers and Jobbers' Union of Mankato *v.* Minneapolis and St. Louis Railroad Company *et al.*

Second Annual Report of Interstate Commerce Commission.

Bishop *v.* Duval, receiver, etc.

Harris *v.* Duval, receiver, etc., *et al.*

CONSTRUCTION.

Lincoln Board of Trade *v.* Union Pacific Railway Company *et al.*

Pennsylvania Company *v.* Louisville, New Albany and Chicago Railroad Company.

Chicago, St. Louis and Pittsburgh Railroad Company *v.* Cleveland, Cincinnati, Chicago and St. Louis Railway Company.

See Jurisdiction; Long and Short Haul clause; Act to Regulate Commerce; Practice; Interstate Commerce Commission; Classification.

COMMERCE.

DESTINED TO AN ADJACENT FOREIGN COUNTRY.—Under the provisions of the act the Grand Trunk Railway Company of Canada is required to print, post and file its schedule of rates and charges for the transportation of property from points in the United States to points in Canada, and can not lawfully charge, demand or receive from any person or persons a less compensation therefor, or for any services in connection therewith, than is specified in such published schedule as may at the time be in force.

In re Acts and Doings of the Grand Trunk Railway Company of Canada.

CONTINUOUS CARRIAGE OF FREIGHTS.

INTERRUPTIONS.—Continuous carriage of freights can not be prevented from being treated as one continuous carriage from the place of shipment to the place of destination by any means or devices intended to evade any of the provisions of the act.

In re Acts and Doings of the Grand Trunk Railway Company of Canada.

EVIDENCE.

PROOF REQUIRED.—When no evidence whatever is presented to sustain the allegations of a complaint which are denied by the answer, the case must be dismissed without prejudice.

Leonard *v.* Union Pacific Railway Company.

TO REBUT INTERFERENCE OF UNJUST DISCRIMINATION.—Course of dealing between parties may be shown, and circumstances showing good faith and absence of unfriendly spirit.

Riddle, Dean & Company *v.* Baltimore and Ohio Railroad Company.

PRESUMPTION.—If a railroad company avows a purpose to comply with the law, it must be assumed that it will do so and is doing so, until there is evidence that the purpose is not lived up to.

Holbrook *v.* St. Paul, Minneapolis and Manitoba Railroad Company.

CONSTRUCTION OF CLASSIFICATION.—Railway officials who have made a classification can not testify to their understanding of its construction.

Hurlburt *v.* Lake Shore and Michigan Southern Railway Company.

Hurlburt *v.* Pennsylvania Railroad Company.

CONSTRUCTION OF CLASSIFICATION.—Continued.

It is competent to prove by the testimony of witnesses in what sense terms of art or terms peculiar to any occupation or business are used by those engaged in such occupation or business. But when such terms are made use of in a classification sheet to designate the product of a particular employment, they are supposed to be used as understood in that employment, and it is not competent for railroad experts, when the meaning of the classification is in question, to testify in what sense they are understood in transportation circle.. (*Ib.*)

PREFERENCE AND ADVANTAGE.—Without some proof of damage resulting to complainants, the advantage in rates as related to distance is not necessarily undue or unreasonable, no substantial difference in expense appearing to exist.

Howell *et al. v.* New York, Lake Erie and Western Railroad Company *et al.*

ADDITIONAL.—The Commission is not willing to determine the relative reasonableness of rates at any stations, and in a large extent of territory, upon the mere face of tariffs and without further proof.

Spartanburg Board of Trade *v.* Richmond and Danville Railroad Company *et al.*

Where it is obvious that there are many parties interested as directly as is the complainant in the question before the Commission, opportunity will be given them to appear at the taking of evidence. (*Ib.*)

A case fully submitted without evidence ordered adjourned to a future day for the purpose of taking evidence on the principle above stated. (*Ib.*)

See Proof; Burden of Proof; Preference and Advantage; Depositions.

EXPORT RATES.

THROUGH.—It is essential that any method for making rates should be practicable, and not afford a cover for discrimination and injustice. The only practicable mode yet devised for making through export rates, as appears by past experience, is to add to the established inland rates from the interior to the sea-board the current ocean rates.

New York Produce Exchange *v.* New York Central and Hudson River Railroad Company *et al.*

Under the amendments of March 2, 1889, to the statute requiring ten days' previous notice of advance and three days' previous notice of reductions in rates, they can not be varied from day to day or oftener to meet fluctuations in ocean rates. (*Ib.*)

Whenever a tariff is established for merchandise billed or intended for export by sea, and ocean rates are not specified, either because of fluctuations or for any other reason, so that only the charge for inland transportation is definitely fixed, the tariff as filed and made public should show the rate charged by the inland carrier or carriers to the point of export, including all terminal charges and expenses, and should also show in what manner the through rate to the ultimate point of destination is to be determined, whether by addition of the ocean rate from time to time prevailing or how otherwise. (*Ib.*)

EXPRESS COMPANIES.

STATUS OF, UNDER ACT TO REGULATE COMMERCE:

First Annual Report of Interstate Commerce Commission.

HOW RELATED TO THE ACT.—The mere fact that a common carrier does other business besides the transportation of passengers and property, or performs a further service than that of transportation in respect to the articles carried, *Held*, not sufficient to exclude the carrier from the operation of the act so far as applicable to its business.

In re Express Companies.

The relation of express companies to interstate commerce considered, together with the extent and measure of their participation therein. The bringing them within the provisions of the act found practicable, and on some accounts desirable. (*Ib.*)

Express business conducted as a branch of the business of a railroad company, *Held* to be subject to the act. (*Ib.*)

Express business conducted by an independent organization acquiring transportation rights by contract, *Held*, not to be described in the act with sufficient precision to warrant the Commission in taking jurisdiction thereof. (*Ib.*)

See Second Annual Report of Interstate Commerce Commisson.

FACILITIES FOR TRAFFIC.

EQUALITY IN.

Chicago and Alton Railroad Company *v.* Pennsylvania Railroad Company; Heck & Petree *v.* East Tennessee, Virginia and Georgia Railroad Company.

The Kentucky and Indiana Bridge Company has the chartered powers of a common carrier and is such *de facto*. It is therefore, under the act to regulate commerce, entitled to demand of railroad companies, whose lines are intersected by its tracks, the same reasonable, proper and equal facilities for the interchange of traffic, and for the receiving, forwarding and delivering of property that may be lawfully demanded by other carriers under that act.

Kentucky and Indiana Bridge Company *v.* Louisville and Nashville Railroad Company.

The Louisville and Nashville Railroad Company united with other companies having lines terminating on the Ohio River at or opposite Louisville in a contract, whereby it was agreed that all their business across the river at that point should be taken over the Louisville bridge. A new bridge being constucted over the river at this point, one of the railroad companies which had contracted to take all its business over the old bridge, transferred the business to the new bridge. The Louisville and Nashville Railroad Company, thereupon refused to receive for transportation over its line any freights which had been brought over the new bridge in violation of the contract made with it, *Held*, that this refusal was unlawful. (*Ib.*)

A common carrier by rail to which property is offered for transportation can not in this indirect manner, and by refusal to perform obligations imposed by law upon it, enforce its contracts, but must for that purpose resort to the customary remedies. (*Ib.*)

Nor can a common carrier, as a reason for refusal to afford to another common carrier the customary, reasonable and equal facilities for the interchange of traffic, assign the fact that such other common carrier supplies no public necessities, the public having been fully accommodated without it. All railroads created by competent public authority must be conclusively presumed to be public conveniences, and other common carriers can not refuse to exchange traffic with them on any suggestion or showing to the contrary. (*Ib.*)

THROUGH ROUTES AND THROUGH RATES.—English legislation and the procedure thereunder in respect to applications by carriers to be admitted to through routes and to participate in through rates stated; and principles there applied explained.

Little Rock and Memphis Railroad Company *v.* East Tennessee, Virginia and Georgia Railway Company *et al.*

The act to regulate commerce was probably intended to effect similar results, but in its present form and in the absence of the necessary machinery it is not adequate to afford the relief prayed in the petition. (*Ib.*)

Recommendations of second annual report for amendment of section 3 renewed. (*Ib.*)

Kentucky and Indiana Bridge Company *v.* Louisville and Nashville Railroad Company (2 I. C. C. Rep., 162), referred to and explained. (*Ib.*)

See Carriers.

INTERSTATE COMMERCE.

WHAT IS NOT.—Where the transportation is from one point to another in the same State it is not interstate traffic, even though it be intended to be taken up by another carrier and delivered in another State.

In re Missouri and Illinois Railroad Tie and Lumber Company *v.* The Cape Girardeau and Southwestern Railway Company.

Traffic originating in the State of New Jersey and destined to the city of New York, but delivered by the defendant to the consignees at Jersey City in New Jersey, upon which the rates of defendant are made not to New York, but to Jersey City, is not interstate so far as defendants conduct it, and the Commission has no jurisdiction over their rates.

New Jersey Fruit Exchange *v.* Central Railroad Company of New Jersey *et al.*

WHAT CONSTITUTES.—Commerce between points in the same State, but which in being carried from one place to another passes through another State, is interstate commerce, and subject to regulation by the provisions of the act to regulate commerce.

New Orleans Cotton Exchange *v.* Cincinnati, New Orleans, and Texas Pacific Railway Company *et al.*

A railroad company chartered by the State of Tennessee owns a short road wholly within that State, but has never owned any rolling stock or operated its roads; the road was used and operated as a means of conducting interstate traffic in coal by other companies owning connecting interstate roads. *Held*, that the shorter road thus used is one of the facilities and instrumentalities of interstate commerce, and the carriers using it are subject to the provisions of the act to regulate commerce.

Heck & Petree *v.* East Tennessee, Virginia and Georgia Railroad.

In respect to such traffic the duties of such carriers to the public are the same without regard to the ownership or corporate control—the authority or means of its construction. (*Ib.*)

As one of the instrumentalities of shipment or carriage it must be accessible to all interstate shippers on equal and reasonable terms. The public can not be deprived of this right by the separate or joint action of the carriers, and they can not be permitted to use them for the purposes of discrimination between mine owners on its line. (*Ib.*)

An averment that the respondents were interstate common carriers subject to the act to regulate commerce was not of itself sufficient to warrant an inference under a motion to dismiss a complaint for insufficiency, that wheat delivered at an elevator of the respondents was for interstate commerce.

White *v.* The Michigan Central Railroad Company *et al.*

REGULATION OF, BY FEDERAL GOVERNMENT.—The grant to the Federal Government of the power to regulate interstate commerce is full and complete, and can not be narrowed or encroached upon by State authority, either directly or indirectly.

Leonard & Chapelle *v.* Chicago and Alton Railroad Company.

INTERSTATE COMMERCE COMMISSION.

ABSTRACT QUESTIONS WILL NOT BE ANSWERED.—The Commission will not in general give decisions or undertake to construe the statute on *ex parte* applications.

See Abstract Questions.

POWER UNDER FOURTH SECTION OF ACT LIMITED.—The Commission has no power under the statute to grant special privileges or to suspend the fourth section of the act for the benefit of particular industries.

In re Iowa Barbed Steel Wire Company.

In re St. Louis Millers' Association.

While authorized to permit exceptions under certain circumstances indicated, the Commission is not empowered in any case to require exceptions.

Thacher *v.* Delaware and Hudson Canal Company *et al.*

RELIEF UNDER FOURTH SECTION.—The Commission will not make an order for relief under the fourth section of the act, except upon verified petition, and after an investigation into the facts.

In re Southern Pacific Company.

In re Iowa Barbed Steel Wire Company.

TARIFFS UNDER FOURTH SECTION.—The Commission does not consider it necessary or expedient to make formal suggestions in respect to the framing of tariffs.

In re of Traiffs of the Columbus and Western Railway Company.

PETITION NOT NECESSARILY ENTERTAINED.—A petition will not be entertained when the result will obviously be its dismissal, in conformity with principles announced in a case already decided.

La Crosse Manufacturers and Jobbers' Union *v.* Chicago, Milwaukee and St. Paul Railway Company.

Petition not entertained when presented by a party having no apparent interest in the transaction, the affidavit of the real party being annexed.

Ottinger *v.* The Southern Pacific Company.

INVESTIGATION BY.—Where one makes complaint under the act to regulate commerce and sets up a personal grievance which he fails to prove the Commission may, nevertheless, if a violation of law by the defendant appears, retain the case and take the necessary steps to bring such violation of law to an end.

Smith *v.* Northern Pacific Railroad Company.

Boston and Albany Railroad Company *v.* Boston and Lowell Railroad Company *et al.*

In re Underbilling.

WHEN IT WILL NOT AWARD DAMAGES, OR COUNSEL OR ATTORNEYS' FEES.—

Councill *v.* Western and Atlantic Railroad Company.

JURISDICTION STRICTLY STATUTORY.—

In re Express Companies.

ORDER NOT RETROACTIVE.—

Farrar & Co. *v.* East Tennessee, Virginia and Georgia Railway Company.

JURISDICTION.—The Commission has no jurisdiction over the rates of traffic originating in New Jersey and destined to the city of New York, when the rates are only made to Jersey City and delivery to consignee is made at that point.

New Jersey Fruit Exchange *v.* Central Railroad Company of New Jersey *et al.*

INCREASE OF UNREASONABLY LOW RATES.—The Commission has no power to order rates to be increased upon the ground that they are so low that persistence in making them would be ruinous.

In re Chicago, St. Paul and Kansas City Railway Company.

The act to regulate commerce assumes that the carriers, in their power to make rates, have ample remedy to protect against rates which are unreasonably low. (*Ib.*)

IMMIGRANT TRANSPORTATION.—The matter of the reception of immigrants at the port of New York having been put by the laws of the State under the control of a Board of Commissioners of Emigration, and that Board having made such regulations as it has deemed desirable for the protection of the emigrants until they are ticketed and put on board railroad trains for their respective ultimate destination, and the Federal Government, through its Legislative and Executive Departments, having sanctioned the control by the Commissioners of Emigration, the Interstate Commerce Commission has no authority to interfere with their regulations.

Savery & Co. *v.* New York Central and Hudson River Railroad Company *et al.*

Not having the authority to interfere directly and control the Commissioners of Emigration, it can not do so indirectly by inhibiting the railroad companies from carrying out the arrangement made by the Commissioners with them. (*Ib.*)

COMPLAINT, WHEN NOT FAVORED.—A complaint made for the purpose of retaliation for a fancied wrong, as to get even with a carrier for the revocation of complainant's pass, does not commend itself to the Commission.

Slater *v.* Northern Pacific Railroad Company.

WHEN REHEARING WILL NOT BE GRANTED BY.—

In re Petition of Produce Exchange of Toledo.

NO POWER TO COMPEL JOINT ARRANGEMENT BETWEEN WATER AND RAIL LINES.—

In re Joint Water and Rail Lines.

NOTICE OF CHANGES IN JOINT RATES MUST BE GIVEN TO.—

In re Joint Tariffs, Circular.

INVESTIGATIONS BY.—Investigation by the Commission on its own motion concerning course pursued by certain carriers in respect to compliance with the provisions of the act to regulate commerce.

In re Tariffs and Classifications of Atlanta and West Point Railroad Company *et al.*

The Interstate Commerce Commission has authority to institute investigations and to deal with violations of the law independent of a former complaint or of direct damage to a complainant.

In re Acts and Doings of the Grand Trunk Railway Company of Canada.

A case was heard solely upon the respondents' motions to dismiss the complaint for insufficiency of its allegations to show violations of the act to regulate commerce, but the complainant having filed some depositions taken before the hearing of said motions, the Commission looked into this evidence with a view of seeing what light it shed upon the general claim of unlawful practice by the respondents, and upon the duty of the Commission to proceed against them on its own motion.

White *v.* The Michigan Central Railroad Company *et al.*

See Act to Regulate Commerce; Practice; Report of Interstate Commerce Commission; Jurisdiction.

JOINT TARIFFS.

PUBLICATION OF—

In re Tariffs of Transcontinental Lines order for publication of Joint Tariffs.

NEED NOT BE DUPLICATED.—On receipt of a written statement from each corporation acknowledging the authority of any association, committee or other traffic combination to issue tariffs in its behalf, schedules filed by such association, etc., will be credited to each road in the organization which so requests.

In re Joint Tariffs and Schedules.

FILING OF, WITH COMMISSION.—

First Annual Report of Interstate Commerce Commission.

EXPORT.—

Order for publication of.

CIRCULAR CONCERNING FILING.—

By roads located wholly in one State.

FILING AND PUBLICATION OF.—

In re Joint Tariffs.

NOTICES OF CHANGES IN. (*Ib.*)

See Tariffs.

LIVE STOCK.

Logan *et al. v.* Chicago and North-Western Railway Company.

DUTY OF CARRIERS.—The duty of carriers in respect to the transportation of live stock is not fully discharged by receiving and delivering the same at a depot access to which must be purchased.

Keith *v.* Kentucky Central Railroad Company *et al.*

USE OF YARDS.—When a carrier of live stock has undertaken to give to a stock-yard company an exclusive right, with the privilege of charging lottage for the use of its yards, and complainants have established chutes of their own, adjacent to the track, through which they demand the right to receive and deliver stock for themselves and their customers. *Held*, that the conveniences so furnished being suitable, their demands must be complied with. (*Ib.*)

PATENT STOCK-CARS.—Transportation of live stock in, considered.

Burton Stock Car Company *v.* Chicago, Burlington and Quincy Railroad Company *et al.*

CAR-LOT RATES ON LIVE CATTLE.—

Leonard & Chapelle *v.* Chicago and Alton Railroad Company.

LONG AND SHORT HAUL CLAUSE.

CONSTRUCTION OF.—On questions of statutory construction, in such cases the Commission holds:

First. That the prohibition in the fourth section of the act to regulate commerce against a greater charge for a shorter than for a longer distance over the same line in the same direction, the shorter being included in the longer distance, as qualified therein, is limited to cases in which the circumstances and conditions are substantially similar.

Second. That the phrase, "under substantially similar circumstances and conditions," in the fourth section, is used in the same sense as in the second section; and under the qualified form of the prohibition in the fourth section carriers are required to judge in the first instance with regard to the similarity of dissimilarity of the circumstances and conditions that forbid or permit a greater charge for a shorter distance.

Third. That the judgment of carriers in respect to the circumstances and conditions is not final, but is subject to the authority of the Commission and of the courts to decide whether error has been committed, or whether the statute has been violated. And in case of complaint for violating the fourth section of the act the burden of proof is on the carrier to justify any departure from the general rule prescribed by the statute, by showing that the circumstances and conditions are substantially dissimilar.

Fourth. That the provisions of section 1, requiring charges to be reasonable

CONSTRUCTION OF—Continued.

and just, and of section 2, forbidding unjust discrimination, apply when exceptional charges are made under section 4, as they do in other cases.

Fifth. That the existence of actual competition, which is of controlling force, in respect to traffic important in amount, may make out the dissimilar circumstances and conditions entitling the carrier to charge less for the longer than for the shorter haul over the same line in the same direction, the shorter being included in the longer in the following cases:

When competition is with carriers by water which are not subject to the provisions of the statute.

When competition is with foreign or other railroads which are not subject to the provisions of the statute.

In rare and peculiar cases of competition between railroads which are subject to the statute, when a strict application of the general rule of the statute would be destructive of legitimate competition.

Sixth. The Commission further decides that when a greater charge in the aggregate is made for the transportation of passengers, or the like kind of property, for a shorter than for a longer distance over the same line in the same direction, the shorter being included in the longer distance, it is not sufficient justification therefor that the traffic which is subjected to such greater charge is way or local traffic and that which is given the more favorable rates is not.

Nor is it sufficient justification for such greater charge that the short-haul traffic is more expensive to the carrier, unless when the circumstances are such as to make it exceptionally expensive, or the long-haul traffic exceptionally inexpensive, the difference being extraordinary and susceptible of definite proof.

Nor that the lesser charge on the longer haul has for its motive the encouragement of manufactures or some other branch of industry.

Nor that it is designed to build up business or trade centers.

Nor that the lesser charge on the longer haul is merely a continuation of the favorable rates under which trade centers or industrial establishments have been built up. The fact that long-haul traffic will bear certain rates is no reason for carrying it for less than cost at the expense of other traffic.

In re Louisville and Nashville Railroad Company.

CIRCUMSTANCES AND CONDITIONS.—The words "substantially similar circumstances and conditions" as found in the second and fourth sections of the act to regulate commerce, in certain important particulars define the rights and duties of carriers and the rights of shippers as well. For example: If the carrier claims to act under the compulsion of circumstances and conditions of his own creation or connivance in the making of an exceptional rate, then these will not avail him; or if the carrier claims to act under a compulsion of circumstances and conditions in the making of an exceptional rate which he could obviate by reasonably fair and just exertion on his part, then they will not avail him; but if the carrier is in good faith acting under a compulsion of circumstances and conditions beyond his control, not of his own connivance, and which he could not obviate by any reasonably fair and just effort on his part, and to avoid large loss adopts exceptional rates on a portion of his line, not unreasonable in themselves, and forced upon him by the action of an independent State railroad which is not subject to the act to regulate commerce, and which is operating a slightly shorter and competing line with his own, these are circumstances and conditions under the operation of the statute which justify him in adopting such exceptional rates thus forced upon him on this portion of his line.

Business Men's Association of the State of Minnesota *v.* Chicago, St. Paul, Minneapolis and Omaha Railway Company.

APPLICATION OF.—The Commission will not make an order the effect of which would be to bring other rates into conflict with the fourth section of the act to regulate commerce.

Thacher *v.* Delaware and Hudson Canal Company *et al.*

EXCEPTIONS UNDER.—When a railroad claims that the circumstances and conditions of long and short hauls on its lines are so dissimilar as to justify its making the greater charge on the shorter haul, the Commission will not on its petition decide on the justice of its claim; but will leave it to take the initiative in fixing rates, and will decide upon their justice and propriety when complaint is made by persons or localities who consider themselves injured.

In re Louisville and Nashville Railroad Company.

Facts and considerations stated which are not regarded as sufficient to warrant the deviation from the rule of the fourth section found in certain tariffs.

In re the Tariffs of the Columbus and Western Railway Company.

EXCEPTIONS UNDER, MAY CAUSE VIOLATIONS OF SECOND AND THIRD SECTIONS.—Discriminations are made and undue advantages are given by the special tariffs in question, in giving different rates to places named and those not named; to manufactured articles named and those not named; to jobbers at places named and those not named; to manufacturers, jobbers and other dealers.

In re Tariffs of Transcontinental Lines.

PARTIES TO LONG-HAUL RATES.—All companies forming a line for long-haul traffic are properly made defendants in petition charging violation of fourth section.

Boston and Albany Railroad Company *v.* Boston and Lowell Railroad Company *et al.*

OVER THE SAME LINE.—By the words "same line" a physical line is meant, not a mere business arrangement; and one piece of road may be part of several lines. (*Ib.*)

FAST FREIGHT LINE.—The fact that the tariff for the long-haul traffic is made by a fast freight line does not justify a violation of the section. (*Ib.*)

COMPETITION.—The real and actual, not the possible competition are the circumstances which should be considered when such greater charges are in question. (*Ib.*)

CIRCUITOUS ROUTE.—Under the circumstances stated, the fact that a line is long and circuitous and is obliged to make concessions in its charges in order to share in traffic, will not make out the dissimilar circumstances and conditions indicated by the fourth section. (*Ib.*)

WHAT DOES NOT VIOLATE.—Rates named by a carrier do not violate the fourth section when it appears that on its own line the charges are greater for the longer distance, and the through charges by the shorter line are only made greater by the fact that the connecting road which has the shorter line makes higher rates than the connecting road which has the longer line.

Allen *v.* Louisville, New Albany and Chicago Railway Company.

Cases stated showing no violation of the long and short haul clause. (*Ib.*)

SEVERAL ROADS PARTICIPATING.—Where the purpose of a complaint is to compel a reduction of through rates from a western point over several roads to a seaboard city, all the roads constituting the line should be parties. (*Ib.*)

WATER COMPETITION.—Where the real competition for long-haul traffic is by railroad the fact that there is also possible water competition will not of itself constitute the dissimilar circumstances and conditions which will support greater charges on shorter than on longer hauls.

Boston and Albany Railroad Company *v.* Boston and Lowell Railroad Company *et al.*

The mere fact that a point is situated upon a navigable stream held not sufficient

WATER COMPETITION—Continued.

of itself to justify the lesser charge for a longer haul to such a point. Water competition to furnish such justification should be actual, of controlling force, and in respect to traffic important in amount.

Harwell *v.* Columbus and Western Railroad Company.

CONSTRUCTION CLAUSE STATED.—

First Annual Report of Interstate Commerce Commission.

DIFFERENCES IN CLASSIFICATION MAY VIOLATE.—

Violation of the fourth section of the act can be accomplished by differences in classification as well as by differences in tariff rates.

Martin *v.* Southern Pacific Company.

RAILROAD COMPETITION.—Canadian competition at the present time does not justify a higher charge from San Francisco to Denver than to Kansas City, it having been withdrawn at the latter point and the Canadian road now working upon an agreement as to rates with the roads in the United States at all points where it formerly competed. (*Ib.*)

The great distance of Denver from the Missouri River, of itself, denotes an impropriety in the charges to that point, which exceed those to Kansas City. (*Ib.*)

In re Louisville and Nashville Railroad Company (I. C. C. Rep., 31), affirmed and in accordance with the principles there laid down, the conclusion follows that the greater charge for the shorter haul, complained of in the present case, can not now be justified. (*Ib.*)

LOCALITIES.—The operation of the fourth section of the act controls the extent to which Missouri River rates extend into the interior of Nebraska and Kansas; Lincoln and other towns lying west of that line must accept their geographical situation and its consequences.

Lincoln Board of Trade *v.* Missouri Pacific Railway Company.

The general plan upon which rates are constructed from Chicago to St. Louis, to Missouri River points and Nebraska points are approved, no better system being as yet suggested. Difficulties which might result from throwing this system into confusion stated. (*Ib.*)

CARRIER CALLED UPON TO JUSTIFY VIOLATION AT PUBLIC HEARING.—A railroad company which, for causes not apparently affected by water competition or by the competition by carriers not subject to the act to regulate commerce, had issued rate sheets, which in many cases made for the transportation of like freights the greater charge for the shorter haul on the same line in the same direction, the shorter being included in the longer distance, was called upon to justify such rate sheets at a public hearing.

In re Chicago, St. Paul and Kansas City Railway Company.

RAILROAD COMPETITION BETWEEN TERMINALS.—The showing by respondent that a competitor for business between the termini of its line makes charges for the transportation of freight which are below what are reasonable and just to the carrier itself, does not alone make out the dissimilar circumstances and conditions entitling the respondent to make charges for the transportation of freights from one terminus to an intermediate station, which are greater than those made for the transportation of like freights from the same terminus to the other. (*Ib.*)

A leading purpose of the act to regulate commerce is to prevent the giving of unjust preferences and advantages, as between localities in railroad transportation. This purpose would be defeated if any one carrier by making an unreasonably low rate to any locality, would thereby entitle all other carriers competing with it to make on their lines greater charges upon the shorter hauls to other stations than were made over the same line in the same direction to the locality thus favored. (*Ib.*)

MILK RATES.—The existing arrangement by which the same rate is charged for the transportation of milk from all points reached by the regular dairy milk trains of the defendant road found not to be illegal, and on the whole to be the best system that can be devised for the general good of all interested parties.

Howell *et al. v.* New York, Lake Erie and Western Railroad Company *et al.*

BURDEN OF PROOF.—Where, on a question of rates, it appears that higher rates are made upon the shorter hauls on the same line and in the same direction, the carrier making them must take the burden of proof to show their reasonableness.

Spartanburg Board of Trade *v.* Richmond and Danville Railroad Company *et al.*

PROCEEDINGS OF THE COMMISSION UNDER THE FOURTH SECTION STATED.—Second Annual Report of the Interstate Commerce Commission.

CONCESSION OF RATES BEFORE DECISION.—In several cases where a violation of the fourth section was complained of, the defendants, before decision was rendered, changed their tariffs so as to give to Lincoln the same rates from the Pacific coast that were given to Omaha. As this was all that could be claimed in respect to rates for the future, the Commission abstained from any expression of opinion and gave leave to withdraw the petitions.

Second Annual Report of Interstate Commerce Commission.

PASSENGER RATES.—Reductions in competitive passenger rates can not be legally made without at the same time reducing intermediate rates, as required by the fourth section of the act.

In re Passenger Tariffs and Rate Wars.

GROUP RATES.—Group rates may be properly made from a large number of mines composing a coal mining district extending across the State of Illinois, to points in western Wisconsin, Minnesota and Dakota, the distance from each part of the group by same route, being substantially a fair equivalent of the distance of other parts, and commercial necessities being substantially the same for all.

Rend *v* Chicago and North-Western Railway Company.

A reduction of the rates on local shipments from Chicago to the proportion received by the Northwestern lines upon the division of the through rates would involve either a general reduction from the entire group under the short-haul clause of the law or an abandonment by defendant of the through rates in question, neither of which would benefit complainant, while both would do great injury to all other interests. (*Ib.*)

A group rate is not unlawful merely on account of differences in the geographical location of different producers and their respective distances from the market.

Imperial Coal Company *et al. v.* Pittsburgh and Lake Erie Railroad Company *et al.*

PROPORTIONS OF RATES TO PARTICIPATING ROADS.—The question of a greater charge in the aggregate for a shorter than for a longer distance over the same line in the same direction is not to be determined by the proportion allotted to different points on the line, but by the rate as an entirety. (*Ib.*)

THROUGH RATES.—Through rates are not necessarily illegal which, when divided between carriers, give them less than their local rate, *provided* that the through rate itself is not less than some one of the local, or unjustly discriminating against individuals or localities, or so low as to burden other business with part of the cost of the business upon which it is imposed.

Lippman & Co. *v.* Illinois Central Railroad Company.

DIFFERENT LINES OF THE SAME CARRIER.—The Chicago and North-Western Railway Company has two routes or lines between Chicago and Sioux City, formed by its main line and different branch lines, and a greater charge for a shorter than for a longer distance, in the same direction, the shorter being included in the longer distance, on either of said routes or lines, is unlawful under the fourth section of the act to regulate commerce.

Logan *et al. v.* Chicago and North-Western Railway Company.

TARIFFS AND CLASSIFICATIONS.—Investigations by the Commission on its own motion concerning course pursued by certain carriers in respect to compliance with the provisions of the act to regulate commerce.

In re Tariffs and Classifications of Atlanta and West Point Railroad Company *et al.*

Results, as ascertained, stated and recommendations made for further advances in the direction of conformity to the law. (*Ib.*)

Short-haul clause, principles giving application of, as heretofore announced by the Commission, again affirmed and applied. (*Ib.*)

WHEN COMBINED COMPETITION BY RAIL AND WATER DO NOT JUSTIFY.—The presence of combined rail and water competition at a longer distance point does not justify a greater charge for a shorter distance while the carrier maintains the shorter distance rate where such competition is of greater force and more controlling than at the longer distance point.

James & Abbott *v.* East Tennessee, Virginia and Georgia Railway Company *et al.*

WHERE FREIGHTS HAVE PAID LOCAL RATES.—Nor does the fact that the freight is lumber which has paid a local rate over the roads of the defendants or of other railroad companies to the longer distance point justify such greater charge for a shorter distance. (*Ib.*)

EMPTY CARS AND RETURN LOADS.—Nor is such greater charge justified by the fact that the lumber business of the roads of a connecting line or any of them was done in cars which carried machinery to the longer distance point when the profitable return loads were not always to be had. (*Ib.*)

BULK AND VALUE OF THE FREIGHT.—Nor does a difference in the bulk and value of lumber justify such greater charge when the carriers in their published rate sheets put the lumber in the same class and at the same rate. (*Ib.*)

MILEAGE TICKETS.

ISSUANCE OF.—Authorized by section 22 of the act to regulate commerce.

Larrison *v.* Chicago and Grand Trunk Railway Company.

Associated Wholesale Grocers of St. Louis *v.* Missouri Pacific Railway Company.

Authorization of, does not relieve carriers from requirements of reasonableness and impartiality as to rates charged, which are prescribed by other sections of the act. (*Ib.*)

Special contract limiting liability of carrier in mileage tickets to commercial travelers will not justify a lower rate than is charged the public, when same terms are not offered to all who will not accept such special contracts. (*Ib.*)

Must be sold impartially. (*Ib.*)

ABUSES IN ISSUING.—Existing methods respecting excursion and mileage tickets considered, and found to lead to various abuses.

In re Passenger and Rate Wars.

MUST BE IMPARTIALLY OFFERED.—

In re Passenger Tariffs.

RATES MUST BE PUBLISHED.—(*Ib.*)

APPLICATION OF THE LAW TO.—The general requirements of the act to regulate commerce, as amended, are as applicable to mileage, excursion or commutation tickets as to any others. (*Ib.*)

MILLING IN TRANSIT.

NO AUTHORITY TO COMPEL.—Milling in transit having long been permitted by common carriers to millers at some points, and a large quantity of the transits being said to be out which can be and are made use of to give the millers at Minneapolis an advantage in rates over those of St. Louis, the Commission can not correct the wrong by giving or authorizing special rates to the St. Louis millers.

In re St. Louis Millers' Association.
In re Iowa Barbed Steel Wire Company.

A FAVOR IN TRANSPORTATION.—Whether or not the system known as "milling in transit" be objectionable under the act to regulate commerce, it is clear that the Commission has no power to compel the granting of such a favor when the privilege would be in the nature of a concession to a particular locality.

Crews *v.* Richmond and Danville Railroad Company.
La Crosse Manufacturers and Jobbers' Union *v.* Chicago, Milwaukee and St. Paul Railway Company.

MILLING IN TRANSIT RATES AS A PART OF A THROUGH RATE DISCUSSED.—

Chamber of Commerce of the City of Milwaukee *v.* Flint and Pere Marquette Railroad Company *et al.*

PARTIES.

PERSONAL INTEREST.—One may complain on public grounds of a violation of the act to regulate commerce which amounts to a public grievance, without having any personal interest to be affected by the violation except as one of the public.

Vermont State Grange *v.* Boston and Lowell Railroad *et al.*

VOLUNTARY ASSOCIATION.—A voluntary State association of persons engaged in an industrial pursuit may be complainant in proceedings charging a violation of the long and short haul clause of the act. (*Ib.*)

COMPLAINT UNDER FOURTH SECTION.—All the roads constituting the line which makes the through rate complained of should be parties to a complaint which seeks to compel a reduction of such through rates.

Allen *v.* Louisville, New Albany and Chicago Railway Company.

ALL INTERESTED ENTITLED TO BE HEARD.—Parties affected are entitled to be notified in case a change in rates is asked. No order correcting unjust discrimination made for want of proper parties; amendments allowed, etc.

Harwell *v.* Columbus and Western Railroad Company.

ABSENCE OF PARTY INTERESTED.—Where the relation of any carrier to the matter complained of is such that it is in whole or in part materially responsible for the alleged grievance, and has direct interest in any investigation of the subject matter involved, that carrier should be a party to the proceeding, and if not a party no relief can be given against it.

Riddle, Dean & Co. *v.* Pittsburgh and Lake Erie Railroad.

WHEN INITIAL CARRIER MAY BE MADE SOLE DEFENDANT.—In a proceeding to correct a classification of freight made by the initial carrier, which freight, before reaching its destination, must pass over the roads of several carriers, it is proper to make all such carriers parties; but if the initial carrier alone is made defendant, the proceeding is not for that reason defective. An order requiring that carrier to make the correction will be effectual for the purposes of all subsequent consignments, and there is no difficulty in its being complied with without asking the consent of others.

Hurlburt *v.* Lake Shore and Michigan Southern Railway Company.
Hurlburt *v.* Pennsylvania Railroad Company.

PERSONS INTERESTED NEED NOT BE MADE FORMAL.—Persons having an interest in a question pending before the Commission will be allowed to appear and be heard when the case is being submitted, without their being made formal parties. (*Ib.*)

ABSENCE OF NECESSARY PARTY.—When a question of rates as between two carriers is involved, the Commission will express no opinion upon it in a case to which one of the carriers is not a party.

Kentucky and Indiana Bridge Company *v.* Louisville and Nashville Railroad Company.

WHO ARE NECESSARY.—The reasonableness of rates can not be fairly determined in a proceeding to which some of the parties responsible for such rates are not parties.

New Orleans Cotton Exchange *v.* Cincinnati, New Orleans and Texas Pacific Railway Company *et al.*

When the reasonableness of through rates agreed upon by several connecting lines is complained of it is necessary to make all such lines parties defendant.

Michigan Congress Water Company *v.* Chicago and Grand Trunk Railway Company.

The rule laid down on this subject in Allen *v.* Louisville, New Albany and Chicago Railway Company (1 I. C. C. Rep., 199), and in Harwell *et al. v.* Columbus and Western Railroad Company *et al.* (1 I. C. C. Rep., 237), and in Riddle, Dean & Co. *v.* Pittsburgh and Lake Erie Railroad Company (1 I. C. C. Rep. 490), cited and affirmed. (*Ib.*)

See Act to Regulate Commerce; Complaint; Practice.

PASSENGERS.

DISCRIMINATION IN SALE OF TICKETS.—

Larrison *v.* Chicago and Grand Trunk Railway Company.

Michigan Central Railroad Company *v.* Chicago and Grand Trunk Railway Company.

Associated Wholesale Grocers of St. Louis *v.* Missouri Pacific Railroad Company.

Smith *v.* Northern Pacific Railroad Company.

COLORED PEOPLE.—May be properly assigned separate cars on equal terms. Such a separation of the races does not create undue prejudice or unjust preference.

Councill *v.* Western and Atlantic Railroad Company.

Heard *v.* Georgia Railroad Company.

Complainant, a colored man, paid the same fare as other first-class passengers, and it was only fair dealing and common honesty that he should have the security and convenience of travel for which his money had been taken. The fact being found that he did not, the defendant was held guilty of violation of the act to regulate commerce. (*Ib.*)

IMMIGRANTS.—

Savery & Co. *v.* New York Central and Hudson River Railroad Company *et al.*

See Party Rates; Passenger Car-load Rates; Rate Wars.
Unjust Discrimination.

PENDING PROCEEDINGS.

The amendment of March 2, 1889, expressly provides that it shall have no application to pending proceedings, and as this proceeding was pending at that time, no reparation can be awarded, and the remedy of the petitioner is in the courts.

Rawson *v.* Newport News and Mississippi Valley Company *et al.*

PRACTICE.

EVIDENCE REQUIRED.—When issues of fact are presented a decision can not be made without some evidence upon which to base it.

Leonard *v.* Union Pacific Railway Company.

ABANDONMENT OF PROCEEDING.—Petitioner not appearing or being heard from after receiving copy of defendant's answer to his complaint, the Commission assumes that he is satisfied and dismisses the case.

Jackson *v.* St. Louis, Arkansas and Texas Railway Company.

AFTER RELIEF CONCEDED.—When after trial, but before decision, the defendant concedes the relief sought and reduces its tariff to the rates claimed by the petitioner, no order is made or opinion announced by the Commission; a report of the facts is made to complete the record of the case.

Manufacturers and Jobbers' Union of Mankato *v.* Minneapolis and St. Louis Railroad Company *et al.*

CASES AT ISSUE.—Proceeding to be in the simplest form consistent with reasonable certainty; no replication required. When facts are not agreed upon depositions may be taken on notice, and the work should be entered upon immediately after answer. Assignment for hearing made on request of either party. Parties will be heard orally or upon briefs, as they prefer.

In re Procedure in Cases at Issue.

QUESTIONS OF LAW.—Dilatory pleadings considered objectionable and a single speedy hearing desired in every case; all proper questions will then be entertained, whether jurisdictional or relating to the merits of the controversy.

In re Procedure Concerning Questions of Law.

COMPLAINT TO, AND ADJUDICATION BY, COMMISSION.—

First Annual Report of Interstate Commerce Commission.

ORDER CHANGING RATES NOT RETROACTIVE.—After decision petitioners raised the question whether they were not entitled to have payments refunded which had been made in excess of the rate now fixed, *Held*, that an order changing the rate was not retroactive, but would reduce the rate from the time of promulgation only.

Farrar & Co. *v.* East Tennessee, Virginia and Georgia Railway Company.

THEORY.—A case can not be decided on a theory which is neither presented by the complaint nor advanced at the taking of the testimony.

Martin *et al. v.* Chicago, Burlington and Quincy Railroad Company *et al.*

SEPARATE PROCEEDINGS.—When the evidence presented in the case is insufficient to determine the reasonableness of rates complained of, the Commission will investigate the question in a separate proceeding under the statute by which all the parties will have opportunity to bring forward all the evidence and be fully heard.

Business Men's Association of the State of Minnesota *v.* Chicago and North-Western Railway Company.

COLLATERAL INQUIRY.—When the evidence is introduced for the single purpose of the bearing it may have upon the reasonableness of a rate which would be inadmissible for any other purpose and presents a collateral inquiry, the carrier not being allowed to controvert it except as to the reasonableness of rates, the Commission will not determine the collateral inquiry until an opportunity has been furnished the parties to be heard in a proceeding such as is provided for by the statute. (*Ib.*)

PUBLIC HEARINGS.—In cases of the violation of the fourth section not apparently affected by water competition or by competition of carriers not subject to the act, notice of the hearing was ordered published, that competing carriers and the public generally might have opportunity to attend and be heard.

In re Chicago, St. Paul and Kansas City Railway Company.

CASE RETAINED FOR A FURTHER SHOWING.—On the question of the reasonableness of rates charged for transportation of milk and cream from producing points to Jersey City, the case was retained for further evidence.

Howell *et al. v.* New York, Lake Erie and Western Railroad Company *et al.*

AMENDMENT WHEN NOT NECESSARY.—Amendment is not necessary to bring in matters that would have been the subject of proof under the complaint as originally filed.

Delaware State Grange, etc., *v.* New York, Philadelphia and Norfolk Railroad Company *et al.*

PLACE OF HEARING.—A case involving local rates ordered to be heard at a central point in the territory immediately affected by the rates. (*Ib.*)

CONCESSION OF RATES BEFORE DECISION TERMINATES THE CONTROVERSY.—Second Annual Report of Interstate Commerce Commission.

DECISION.—In deciding a case against one or more carriers who are charged with making rates which are unjustly discriminating in a certain line of traffic, the decision made upon the facts of a particular case does not necessarily govern rates in other sections of the country where the facts bearing upon them may be altogether different.

In re Relative Tank and Barrel Rates on Oil.

APPLICATION FOR REHEARING.—The Commission will promptly and carefully examine an application for a rehearing with a view to the immediate correction of an error of law or fact found to exist, but will not direct a rehearing unless satisfied that it might have the effect of changing the result of what the Commission has already done.

Riddle, Dean & Co. *v.* Pittsburgh and Lake Erie Railroad.

DECISION AND REPORT.—The Commission does not report evidence which is only cumulative, or which is immaterial or irrelevant, or mere details of evidence embraced in substantial facts stated. (*Ib.*)

The statute is construed as dealing with the substance of things and as contemplating speedy methods of procedure which come at once to the very right of questions arising in the transportation of persons and freight. (*Ib.*)

REHEARING.—After a complaint has been heard and determined by the Commission, and no party to the proceeding has applied for a rehearing, an application for a rehearing made by others who are not parties will not be granted.

In re Produce Exchange of Toledo.

If upon a new or different complaint it should appear that any conclusion of the Commission in the case so decided has been erroneous, the Commission would feel it to be a duty to correct such conclusions. (*Ib.*)

When a question of general public interest is involved, the Commission, in its own discretion and in furtherance of justice, may open a case to give parties the benefit of a more extended investigation of the same subject-matter in other pending cases.

Rice, Robinson & Witherop *v.* Western New York and Pennsylvania Railroad Company.

A petition to re-open a case that has been decided and have a rehearing, should show *prima facie* that some material testimony has been overlooked or misapprehended, or some error in the findings of fact or conclusions of law.

Myers, survivor *v.* Pennsylvania Company *et al*

When the application is insufficient in these respects, and only asks for a rediscussion of the facts and law already considered, with no offer of new evidence that can change the result, the application will be denied. (*Ib.*)

SUBPŒNAS FOR PRODUCTION OF BOOKS, PAPERS AND DOCUMENTS.—Rules governing application for.

Rice *v.* Cincinnati, Washington and Baltimore Railroad Company *et al in re* Application of Petitioner.

ABANDONMENT OF TARIFF.—Where a tariff complained of is abandoned by the carriers for a long period of time before the complaint was made and shortly after the tariff was put in force, the Commission will not make an order requiring the carriers to cease and desist from enforcing such tariff, because such an order would be vain and useless.

Rawson *v.* Newport News and Mississippi Valley Company *et al.*

REPLICATION.—The rules of practice before the Commission do not require and provide for the filing of a replication.

Oregon Short Line *v.* Northern Pacific Railroad Company.

See Amendments; Parties; Petition; Railroad Company; Parties; Interstate Commerce Commission; Complaints; Rule XIV, Rules of Practice.

PREFERENCE AND ADVANTAGE.

WHEN UNDUE AND UNREASONABLE.—Rates and charges not unreasonably high of themselves can be so adjusted in their relations to each other as to produce the undue preference and unreasonable advantage which the third section of the act to regulate commerce makes unlawful.

Boards of Trades Union, etc., *v.* Chicago, Milwaukee and St. Paul Railway Company.

Raymond *v.* Chicago, Milwaukee and St. Paul Railway Company.

Preference and advantage become undue and unreasonable when the results are such as to effect some tangible injury to the complaining parties.

Howell *et al. v.* New York, Lake Erie and Western Railroad Company *et al.*

MEASURE OF PROOF REQUIRED TO JUSTIFY.—When water competition is brought forward as a justification of preference and advantage, the same measure of proof is required to overcome the presumption that such distinctions are undue and unreasonable as is required to work an exception under section 4 of the act.

Harwell *v.* Columbus and Western Railroad Company.

COLORED PEOPLE.—Colored people who buy first-class tickets must be furnished with accommodations equally safe and comfortable with other first-class passengers. A car furnished complainant found to be only second class in comforts for travel, and *held* that he was thereby subjected to undue preference and unreasonable disadvantage, in violation of section 3 of the act to regulate commerce.

Councill *v.* Western and Atlantic Railroad Company.

Heard *v.* Georgia Railroad Company.

RAILROAD MATERIAL.—A producer of railroad material (*e. g.*, ties) is entitled to sell it when he wishes in the best available market. Common carriers are forbidden to attempt to prevent this by applying disproportionate or unreasonable rates.

Reynolds *v.* Western New York and Pennsylvania Railway Company.

IN SHIPMENT OF COAL.—The selection of either goods or customers is forbidden to common carriers. Less desirable traffic, which is ordinarily the subject of transportation and not dangerous to handle, must be accepted upon reasonable terms, as well as that which is more desirable.

Riddle, Dean & Co. *v.* New York, Lake Erie and Western Railroad Company.

GROUP RATES ON COAL.—Through rates by way of Chicago to points in western Wisconsin, Minnesota and Dakota, from mines in the eastern part of a coal

GROUP RATES ON COAL—Continued,

mining district extending across the State of Illinois are necessarily made the same with the group rates established on other routes from the same district, and their discontinuance would simply leave the market open to the product of other Illinois mines at the same transportation charged.

Rend, *v.* Chicago and North-Western Railway Company.

Under the exceptional circumstances requiring such through rates, shippers locally from Chicago, of Ohio and Pennsylvania coal, can not justly insist upon rates no higher than the division of such through rate which appertains to the lines running northwest from that city, the circumstances under which the through rate is made being such that it can not be differently adjusted. (*Ib.*)

Such a reduction of the rates on local shipments from Chicago would involve either a general reduction from the entire group under the short-haul clause of the law, or abandonment by defendant of the through rates in question, neither of which would benefit complainant, while both would do great injury to all interested. Under such circumstances the preference is not undue nor is the advantage complained of unreasonable. (*Ib.*)

On complaint of a group rate on coal from a district covering a radius of 40 miles around Pittsburgh, *Held*, that the rate in itself not being unreasonable, it does not appear that it subjects the complainants to undue prejudice, although it gives an unreasonable preference to the more distant mines.

Imperial Coal Company *et al. v.* Pittsburgh and Lake Erie Railroad Company *et al.*

Actual undue preference or advantage of which the rate was the cause must result to the more favorably-situated producers to render a group rate unlawful. (*Ib.*)

CONSIDERATIONS WHICH AFFECT THE QUESTION.—In determining the question of undue prejudice from a rate, distance is only one of the factors, and other material facts, such as character and quality of the commodity, cost of production, extent and nature of the competition in the business itself, and by other transportation lines, and the interest of the public in the use of the commodity and its market cost, are to be considered. (*Ib.*)

WHAT DOES NOT AFFECT THE QUESTION.—Municipal subscriptions or gratuities do not affect the question of undue preference under section 3 of the act to regulate commerce.

Lincoln Board of Trade *v.* Burlington and Missouri River Railroad Company in Nebraska, *et al.*

DISPARITY IN RATES.—Disparity in existing rates to Lincoln and Omaha found to correspond closely with the difference in distance that no change is required on that ground. (*Ib.*)

TRANSPORTATION OF PETROLEUM OILS.—When for a special traffic, *e. g.*, the transportation of petroleum oils, a carrier provides rolling stock for one method, but does not provide it for another, for which it publishes rates, the terms on which such rolling stock is to be provided should be uniform and published with the rate sheets, and can not lawfully be left to be the subject of bargain and different terms in the case of different shippers.

Rice *v.* Louisville and Nashville Railroad Company.

When two methods for the transportation of an article of merchandise are nominally offered by the carrier, for only one of which it offers rolling stock, and for the other of which the shipper must supply his own rolling stock, at considerable expense, it can not be said that the resorting to the latter by the shipper is so far a matter of choice that he has no concern in charges for transportation in the other mode; such charges should be relatively just and equal. (*Ib.*)

It is properly the business of a carrier by railroad to supply rolling stock for the

TRANSPORTATION OF PETROLEUM OILS—Continued.

freight he offers or proposes to carry; and if the diversities and peculiarities of traffic are such that this is not always practical, and the consignor is allowed to supply it for himself, the carrier must not allow its own deficiencies in this particular to be made the means of putting at unreasonable disadvantage those who may use in the same traffic all the facilities which it supplies. (*Ib.*)

WHAT CONSTITUTES UNLAWFUL.—To render a preference of one over another unlawful, under the act to regulate commerce, it is not necessary that it should be accomplished by any "device," and it is equally true that the ingenuity of man can not invent a device for the perpetration of an unlawful preference on the part of a carrier engaged in interstate commerce without incurring the penalties prescribed by the statute.

Scofield *et al. v.* Lake Shore and Michigan Southern Railway Company *et al.*

TRANSPORTATION OF PETROLEUM OILS.—Upon the facts of this case it is found and held that there is an unlawful preference given by the carriers in favor of oil shipments in tank-car lots, as against like shipments in barrels, car-load lots, which is ordered to be corrected, and the mode prescribed by which this must be done, giving equal rates upon each per pound. (*Ib.*)

DRIED FRUIT AND RAISINS.—Classification of dried fruit and raisins, both California products, in different classes, taking different rate, works an injustice to shippers.

Martin *v.* Southern Pacific Company *et al.*

BETWEEN LOCALITIES.—The fact that under rates which are impartially arranged as between large and small towns, one large distributing center may have an advantage over another in competition for the business of the small towns, does not make out a case of undue preference in favor of one distributing center as against the other. Impartial rates are not rendered illegal by their effect upon the business of localities.

Martin *et al. v.* Chicago, Burlington and Quincy Railroad Company *et al.*

UNREASONABLY LOW RATES.—A leading purpose of the act to regulate commerce is to prevent the giving of unjust preferences and advantages, as between localities, in railroad transportation. This purpose would be defeated if any one carrier, by making unreasonably low rates to any locality, would thereby entitle all other carriers competing with it to make on their lines greater charges upon the shorter hauls to other stations than were made over the same line in the same direction, to the locality thus favored.

In re Chicago, St. Paul and Kansas City Railway Company.

PROOF OF DAMAGE NECESSARY.—Without some proof of damage resulting to complainants, an advantage in rates, as related to distance, is not necessarily undue or unreasonable, no substantial difference in expense appearing to exist.

Howell *et al. v.* New York, Lake Erie and Western Railroad Company *et al.*

FREE TRANSPORTATION OF PERSONS.—When a free pass is given to a discharged employé of the company on the assumption that he might still be regarded as an employé, but which was never used, and expired by limitation in the hands of the party to whom it was issued and which was produced before the Commission as an unused instrument in a proceeding in which complaint of its issue was made, *Held*, that the facts did not show that a breach of the third section of the act had been committed, no free transportation whatever having been had, and the party being entitled to none, according to the terms of the instrument as it then was.

Griffee *v.* Burlington and Missouri River Railroad Company in Nebraska.

RELATIVE RATES.—Rates must be relatively fair and reasonable as between localities in essential respects similarly situated, not according to any rule of mathematical precision, but in substance and in fact, having regard to the geographical and relative positions of the localities, so that one will not be favored to the unjust prejudice of the other.

Detroit Board of Trade *et al. v.* Grand Trunk Railway of Canada *et al.*

A tariff naming a rate from one locality lower than that enjoyed by its neighbor, when the circumstances are the same, tenders a preference or advantage to the first, and when any shipper is damaged by the exaction of an additional burden, the preference becomes undue and unreasonable, unless it can be justified upon some sound and substantial ground.

In re Tariffs of Transcontinental Lines.

DIFFERENCES IN THROUGH RATES.—The difference between proportions of through rates along the same line should be fairly reasonable in amount and properly guarded in their application, and not such as to injure or suppress business in one locality in order that it may be stimulated and built up in another.

Chamber of Commerce of the City of Milwaukee *v.* Flint and Père Marquette Railroad Company *et al.*

TRANSPORTATION OF MINERAL WATER.—On complaint of unreasonable rates, *Held*, that neither the defendant nor any of its officers or agents have been engaged in combinations with connecting lines or other parties to prevent complainant from obtaining reasonable rates and facilities for the transportation of its mineral water or to give other mineral waters a preference in rates and facilities over those accorded to complainant.

Michigan Congress Water Company *v.* Chicago and Grand Trunk Railway Company.

MALEVOLENCE.—That defendant's officials and agents have not acted in a malevolent spirit toward complainant in throwing obstructions in the way of its transporting mineral water over defendant's line and its connecting lines. (*Ib.*)

IN SHIPMENTS OF CORN.—Defendant's tariff sheet in force from Nebraska points to Turner, Ill., directed corn destined to the sea-board to be billed to Turner at different rates when destined to different sea-board points. The corn was carried from Nebraska to Chicago, where the rebilling and transferring was done. No shipments could be made under this tariff from Iowa points, *Held*, that as billed the shipment was to Turner; that by billing at different rates to Turner an illegal preference was given, and that Iowa grain-growers were subjected to unreasonable disadvantages in marketing corn.

Logan *et al. v.* Chicago and North-Western Railway Company.

See Act to Regulate Commerce; Unjust Discrimination; Long and Short Haul Clause.

RATES.

GROUPING OF.—

First Annual Report of Interstate Commerce Commission.

Business Men's Association of the State of Minnesota *v.* Chicago, St. St. Paul, Minneapolis and Omaha Railway Company.

Howell *et al. v.* New York, Lake Erie and Western Railway Company *et al.*

Imperial Coal Company *et al. v.* Pittsburgh and Lake Erie Railroad Company *et al.*

Rend *v.* Chicago and North-Western Railway Company.

DISPARITY IN.—

First Annual Report of Interstate Commerce Commission.

UNSTEADINESS IN. (*Ib.*)

WARS OF. (*Ib.*)

INFORMATION CONCERNING.—Duty of carriers in respect to furnishing precise information to the public concerning all matters affecting rates and charges in transportation, stated.

Rice *v.* Louisville and Nashville Railroad Company.

See Concession of Relief; Preference and Advantage; Reasonable Rates; Unjust Discrimination.

COMBINATION.—

Martin *v.* Southern Pacific Company.

In re Passenger Tariffs.

SINGLE.—

Martin *et al.* *v.* Chicago, Burlington and Quincy Railroad Company *et al.*

LOCAL AND THROUGH, CONSIDERED. (*Ib.*)

Business Men's Association of the State of Minnesota *v.* Chicago, St. Paul, Minneapolis and Omaha Railway Company.

Business Men's Association of the State of Minnesota *v.* Chicago and North-Western Railway Company.

MUST BE EQUAL AND OPEN.—

In re Tariffs of Transcontinental Lines.

PASSENGER.—

In re Passenger Tariffs and Rate Wars.

THROUGH, DEFINED.—

Chamber of Commerce of the City of Milwaukee *v.* Flint and Père Marquette Railroad Company *et al.*

MILLING IN TRANSIT. (*Ib.*)

SPECIAL, PRIOR TO THE ACT.—

Myers' Survivor *v.* Pennsylvania Company *et al.*

See Concession of Relief; Joint Rates; Reasonable Rates; Relative Rates; Preference and Advantage; Unjust Discrimination; Long and Short Haul Clause.

RATES UNREASONABLY LOW.

COMMISSION WILL NOT PROHIBIT.—The first section of the act does not render rates that are unreasonably low illegal in a sense that will authorize the Commission to prohibit their being made.

In re Chicago, St. Paul and Kansas City Railway Company.

The Commission has no power to order rates increased upon the ground that they are so low that persistence in making them would be ruinous. (*Ib.*)

CONSIDERED AND DISCUSSED.—

Second Annual Report of Interstate Commerce Commission.

RATE WARS.—A passenger rate war, in which rates were repeatedly reduced by several competing lines to an exceedingly low basis on a particular class of traffic, without any filing of tariffs, was contrary to the requirements of law, as well as against the true interest of each party thereto.

In re Passenger Tariffs and Rate Wars.

No necessity or compulsion is created by war of rates which justifies disobedience of the statutes. (*Ib.*)

See Unjust Discrimination.

REASONABLE RATES.

SUBJECT CONSIDERED.—

First Annual Report of Interstate Commerce Commission.

EVIDENCE.—Rates will not be declared unreasonable and unlawful under the first section of the act without other testimony than that afforded by comparison.

Raymond *v.* Chicago, Milwaukee and St. Paul Railway Company.

CONSIDERATIONS WHICH AFFECT QUESTION.—In determining what is a just and reasonable rate for a particular commodity (for example, wheat), the Commission will take into consideration the earnings and expenses of operating, rates charged upon the same commodity upon other roads as nearly similarly situated as may be, the diversities between the railroad in question and such other roads, the relative amount of through and local business, the proportion borne by the commodity in question to the remainder of the local traffic, the market value of the commodity and its gradual reduction, the reductions made by the carrier upon other articles which are consumed and necessarily required by the producers of the article in question, and all other circumstances affecting the traffic of itself and as related to other considerations entering into the charges of the carrier.

Evans *v.* Oregon Railway and Navigation Company.

Reed *v.* Oregon Railway and Navigation Company.

PRINCIPLES RELATING TO.—When the reasonableness of rates is in question the charges made on long through lines can not, for reasons stated in the opinion, form a just basis for comparison with local rates for relatively shorter distances.

Crews *v.* Richmond and Danville Railroad Company.

La Crosse M. and J. Union *v.* Chicago, Milwaukee and St. Paul Railway Company.

A carrier is compellable by law to give the merchants of a town on its line the privilege of shipping their goods from the point of purchase to their own locality, and again from thence to the place at which the goods may be sold by them at the same rate which would have been charged had there been but one shipment from the point of purchase to the point of ultimate delivery. (*Ib.*)

Principle, that the ratio of rates should decrease with the increase of distance conceded, but modifying conditions often exist; some of them stated; as applied to the facts in this case no change in rates required.

Lincoln Board of Trade *v.* Burlington and Missouri Railroad Company in Nebraska.

TO SMALL AND LARGE TOWNS.—A distributing center, however great or important, can not demand as a matter of right that the rates from a common source of supply to more distant and smaller towns shall be made up of the sum of the rate to itself, and the rate thence to such smaller towns; but the carriers may make rates from the common source of supply to the smaller towns directly as single rates; and if the single rate is less than the sum of the two which are made to and from the distributing center, it is not for that reason necessarily objectionable.

Martin *et al. v.* Chicago, Burlington and Quincy Railroad Company *et al.*

RESPONSIBILITY OF CARRIERS OWNING THROUGH LINES.—When railroad companies make a through and continuous line and offer it for the use of the public, they can not rid themselves of responsibility for unjust charges by breaking the whole in two and calling themselves carriers from the severed end of their through lines.

Parkhurst & Co. *v.* Pennsylvania Railroad Company *et al.*

Nicolai *v.* Pennsylvania Railroad Company.

The Pennsylvania Railroad Company operates a part of a through line which it joins in making and owns a controlling interest in the capital stock of the Pittsburgh, Cincinnati and St. Louis Railway Company, by which the other parts is operated. *Held*, that the Pennsylvania Railroad Company can not free itself from the responsibility of excessive through rates by getting behind the corporate existence of the other company as a separate carrier. (*Ib.*)

PROPORTIONS OF THROUGH RATES.—The apportionment of rates to different parts of a through line do not determine the charge to the public, but may be significant on the question of reasonable rates for the whole distance. (*Ib.*)

Distance by shortest route is properly to be considered in determining the propriety of rates by a longer competing line.

Lincoln Board of Trade *v.* Missouri Pacific Railway Company.

One feature of the transportation of freight by railroads in long hauls on joint rates, or what is usually called through rates, unless there be exceptional conditions which modify the rule, is that the rate per ton per mile grows less in the proportion to the greater distance, while the aggregate of the rate increases in proportion to such greater distance; but this is not found to exist in the case of the local rates of a railroad, where the stations are occasionally grouped, but more usually graded according to distance, except as an incident of rare and highly exceptional conditions of the transportation service.

Business Men's Association of the State of Minnesota *v.* The Chicago, St. Paul, Minneapolis and Omaha Railway Company.

The method of testing the freight rates of a railroad by the rate per ton per mile does not take into consideration the surrounding circumstances and conditions that enter into the making of the rate, and for this reason it can not be considered a controlling rule in determining the reasonableness of rates. (*Ib.*)

In determining the reasonableness of any freight rate all the surrounding circumstances and conditions must be considered as well as the rights of the shippers. (*Ib.*)

COMPARISON WITH EXCEPTIONAL RATES ON OTHER PORTIONS OF THE LINE.—Exceptional rates caused by competition and not illegal under the act to regulate commerce can not be adopted as a standard by which to measure other rates on the same line where the exceptional conditions do not exist. (*Ib.*)

Business Men's Association of the State of Minnesota *v.* Chicago and North-Western Railway Company.

COMPARISON WITH RATES OF OTHER CARRIERS.—Comparison of rates charged by railroad companies under circumstances and conditions substantially dissimilar proves nothing and can not be adopted as standard in arriving at the reasonableness and justness of rates. (*Ib.*)

RAILROAD MATERIAL.—Rates established by a common carrier in order to keep upon its line material for which the road has use, or to keep the price low for its own advantage, can not be justified.

Reynolds *v.* Western New York and Pennsylvania Railroad Company.

NOT NECESSARILY PROPORTIONATE TO DISTANCE.—As a rule in the transportation of freight by railroads while the aggregate charge is continually increasing the further the freight is carried the rate per ton per mile is constantly growing less.

Farrar & Co. *v.* East Tennessee, Virginia and Georgia Railway Company.

In the nature of things joint rates on long hauls usually are and as a rule should be lower in proportion to distance than local rates on short hauls on the same commodity. (*Ib.*)

The act to regulate commerce throws no restrictions or obstacles in the way of the operation of this rule, but gives it the benefit and aid of its sanction and safeguard. (*Ib.*)

Joint rates on lumber from Dalton to Roanoke and Lynchburgh shown to be unreasonable upon the grounds and for the reasons set forth in the opinion. (*Ib.*)

Certain local rates held not unreasonable. (*Ib.*)

NOT NECESSARILY PROPORTIONATE TO DISTANCE—Continued.

On freight hauled through the cities of Detroit and Chicago to and from the Northwestern States and Territories and the sea-board or New England points, the rule invoked by the petitioners that an estimated portion of the through rate as between the points of origin of the freight and Detroit must not be lower in proportion to distance than the rate upon the freight from such points of origin destined to Detroit is one that can not be sustained.

Detroit Board of Trade *et al. v.* Grand Trunk Railway of Canada *et al.*

Upon complaint of alleged unreasonableness of a rate on grain and grain products from Port Huron to Buffalo, as compared with a through rate from Chicago to Buffalo, *Held*, that though the local rate from Port Huron to Buffalo might be regarded as disproportionate on basis of distance alone, other considerations are involved, but no good reasons having been shown for a higher rate upon grain products than upon grain, that portion of the complaint is consistent and the products ordered to be carried at the same rate as grain.

McMorran *et al. v.* Grand Trunk Railway Company of Canada.

PROFITABLE RATES MAY NOT BE UNJUST.—Proofs that certain rates are very profitable to the road, and that they are higher than the rates charged on certain other somewhat similar commodities, is not of itself of a sufficient ground for determining either that such rates are unjust or what rates would be just and reasonable for the traffic in question.

Howell *et al. v.* New York, Lake Erie and Western Railroad Company *et al.*

WHAT SHOULD BE CONSIDERED IN DETERMINING.—A question of reasonable rates can not be properly decided without full knowledge of all the facts concerning the particular traffic in question and its relations to the other traffic of the carrier; some of the elements stated which are necessary and proper to be considered. (*Ib.*)

GROUP RATES ON MILK.—Grouping of milk rates over large extent of territory not shown to injuriously affect the producers who complain; their product is not reduced in value nor is any part of it left unsold, while the requirements of consumers demand a steadily increasing area of supply. (*Ib.*)

WHEN RATES ARE PRIMA FACIE JUST AND REASONABLE.—Rates that are just and reasonable from selected manufacturing points, through the entire territory east of the Missouri River and west of the Atlantic sea-board, are *prima facie* just and reasonable from all other points in the same territory.

In re Tariffs of Transcontinental Lines.

SMALL EARNINGS DO NOT JUSTIFY EXCESSIVE.—In determining what are reasonable rates the fact that a road earns a little more than operating expenses is not to be overlooked, but it can not be made to justify grossly excessive rates.

New Orleans Cotton Exchange *v.* Cincinnati, New Orleans and Texas Pacific Railway Company *et al.*

PARTIES.—The reasonableness of rates can not be fairly determined in a proceeding to which some of the parties responsible for such rates are not parties. (*Ib.*)

CIRCUMSTANCES AND CONDITIONS.—In arriving at what is a just and reasonable rate on freight transported by a carrier on a short local line having but a small volume of business, where the cost of transportation is exceptionally great, arising from steep grades, sparse population and like traffic, these are circumstances and conditions of controlling weight in the making of rates and can not be overlooked when a question of their reasonableness is involved.

Rice, Robinson & Witherop *v.* Western New York and Pennsylvania Railroad Company.

Under the exceptional circumstances requiring through rates, shippers, locally from Chicago, Ohio and Pennsylvania of coal can not justly insist upon rates no higher than the division of a through rate from Illinois mines, which appertains to the lines running northwest from that city, the circumstances

CIRCUMSTANCES AND CONDITIONS—Continued.

under which the through rate is made being such that it can not be differently adjusted.

Rend *v.* Chicago and North-Western Railway Company.

ON LONG HAULS.—Where a rate is in itself a through rate and made up of percentages to an intermediate point on a long haul, the circumstances and conditions of transportation must be rarely exceptional indeed to be of such controlling force as to warrant any considerable excess of such a rate in amount over a percentage of a through rate for an equal distance along the same line by way of the same point to a more distant point.

Chamber of Commerce of the city of Milwaukee *v.* Flint and Père Marquette Railroad Company *et al.*

FORMER PREFERENTIAL RATES NOT A FAIR TEST.—A former special and preferred rate is not a fair test of the reasonableness of a present rate.

Myers, Survivor *v.* Pennsylvania Company, *et al.*

LOCAL AND THROUGH BUSINESS.—A railroad company is under special obligation to give reasonable rates for its local business, but there are many influences which may affect through rates while not bearing upon local rates at all, or if at all in less degree.

Lippman & Co. *v.* Illinois Central Railroad Company.

RATES AT OTHER POINTS WILL BE CONSIDERED.—In determining the reasonableness of rates at one point, which are the same at other points not far distant on the same system of railroads, the Commission will consider the bearings and relative equality of rates at all of the points so situated.

In re petition of the Produce Exchange of Toledo.

ON DIFFERENT BRANCHES.—Two of the south branch lines of the Chicago and North-Western Railway Company are crossed by the main line of the Chicago, Milwaukee and St. Paul Railway Company. From points on these branch lines the North-Western Company comes in competition with the St. Paul Company from its main line points. *Held*, that the charges on these branches do not establish a standard of reasonable rates for like distances from points on a north branch of the same company, where no such competition exists.

Logan *et al. v.* Chicago and North-Western Railway Company.

LIVE CATTLE IN CAR LOADS.—A practice had existed on the part of certain carriers of live cattle to make a car-load rate irrespective of weight, leaving the shipper to load into the cars as many cattle as he pleased and was able to put into it. The carriers substituted for this practice the rule that while naming a car-lot rates they prescribed a minimum rate, then charged by the hundred pounds in proportion to the car-lot rate for any excess over the minimum. *Held*, that this rule was not unlawful.

Leonard & Chapelle *v.* Chicago and Alton Railroad Company.

Prima facie the new rule is more just and reasonable than the practice it supplanted, since the charge is more in proportion to the service rendered. (*Ib.*)

DISTANCE AS A MEASURE OF RAILROAD SERVICE.—Distance is not always a controlling element in determining what is a reasonable rate, but there is ordinarily no better measure of railroad service in carrying goods than the distance they are carried. And where the rate of freight charges over one line, on similar freight carried from neighboring territory to the same market, is considerable greater than over other lines for distances as long or longer, such greater rate is held to be excessive, and should be reduced.

James & Abbott *v.* East Tennessee, Virginia and Georgia Railway Company *et al.*

Logan *et al v.* Chicago and North-Western Railway Company.

See Act to Regulate Commerce; Preference and Advantage; Rates Unreasonably Low; Unjust Discrimination; Classification; Rates; Long and Short Haul Clause; Relative Rates.

REHEARINGS.

APPLICATION FOR, BY OUTSIDE PARTIES.—

See Practice. Rule XIV, Rules of Practice.

PETITION FOR.—After a case has been decided a petition to open it for further testimony and a rehearing should be verified, and should indicate the nature of the new testimony and its purpose.

Rice, Robinson & Witherop *v.* Western New York and Pennsylvania Railroad Company.

RELATIVE RATES.

UNDER SECTION 1 OF THE ACT.—Rates must be reasonable relatively as well as absolutely.

Boards of Trade Union of Farmington, etc., *v.* Chicago, Milwaukee and St. Paul Railway Company.

ADJUSTMENT OF.—Rates and charges not unreasonably high of themselves can be so adjusted in their relation to each other as to give undue preference.

Raymond *v.* Chicago, Milwaukee and St. Paul Railway Company.

Whether railroad companies combine or act separately in making rates and charges is not so important, the essential requirement is that however made they shall be reasonable of themselves and so fairly adjusted as to be reasonable in their relations to each other and in their results.

New Orleans Cotton Exchange *v.* Cincinnati, New Orleans and Texas Pacific Railway Company *et al.*

Through rates admit of very great variety in the forms they assume; and such rates, when reasonable and fairly adjusted in their relations to local business, are greatly favored in the law, because they furnish cheapened rates and greater facilities to the public, while at the same time they give increased employment and earnings to a larger number of carriers.

Chamber of Commerce of the City of Milwaukee *v.* Flint and Père Marquette Railroad Company *et al.*

The question of relative injustice must be viewed upon broader grounds than a mere balancing of one rate against another. A reduction which will throw into confusion an adjustment of rates over a large section of country which are not claimed to be unreasonable of themselves, should not be required without a clear right thereto exists under some direct provision of the law.

Rend *v.* Chicago and North-Western Railway Company.

CIRCUMSTANCES AFFECTING.—The relative reasonableness of rates on shipments from western points to cities on the Atlantic sea-board is to be determined by all the circumstances and conditions that affect the traffic to the respective points between which the rates are questioned, and not solely by one standard of comparison.

Boston Chamber of Commerce *v.* Lake Shore and Michigan Southern Railway Company.

The length and character of the haul, the cost of service, the volume of business, the conditions of competition, the storage capacity and the geographical situation at the different terminal points are all elements of importance. (*Ib.*)

In view of the longer haul to Boston than to New York, the greater cost of transportation to Boston, the very much greater volume of business to and from New York, the competition by water transportation, and also by several railroad lines, and the geographical and commercial advantages of New York, *Held*, that the existing differentials are not unreasonable. (*Ib.*)

Where relative rates are the same at points not far distant from each other on the same *system of railroads*, it is the practice of the Commission in determin-

CIRCUMSTANCES AFFECTING—Continued.
ing the reasonableness of rates upon a complaint made at one of these points to consider the bearings and relative equality of rates at all of the points so situated before ordering a change at any one of them, in order to avoid preference to one and prejudice to another.
In re Petition of the Produce Exchange of Toledo.
DUTY CONCERNING.—The spirit and purpose of the act to regulate commerce requires that when the circumstances and conditions will fairly admit of it the charges to all points for a like service should be made relatively equal.
Crews *v.* Richmond and Danville Railroad Company.
La Crosse Manufacturers and Jobbers' Union *v.* Chicago, Milwaukee and St. Paul Railway Company.
It is not a ground of complaint against a railroad company that it equalizes its rates as between large and small towns, even though the effect may be prejudicial to the large towns, which before had been specially favored. (*Ib.*)
PROOF REQUIRED.—The Commission is not willing to determine the relative reasonableness of rates at many stations, and, in a large extent of territory, upon the mere face of tariffs, and without further proof.
Spartanburg Board of Trade *v.* Richmond and Danville Railroad Company *et al.*
BETWEEN LOCALITIES.—Rates must be relatively fajr and reasonable as between localities in essential respects similarly situated.
Detroit Board of Trade *et al. v.* Grand Trunk Railway Company of Canada *et al.*
Where a system of rates is made by a number of carriers covering a widely extended territory which seems to be reasonable in themselves and relatively fair so far as the evidence in this case shows, the Commission will not order them to be changed at one important point, thereby rendering other changes unavoidable at a large number of other points, and throwing the rates of the entire system into confusion and unsettling values, unless a case arises in which it is necessary that this should be done in order to enforce compliance with the law and to reach the ends of substantial justice. (*Ib.*)
ON COMPETING LINES.—Where a change of rates, for example those on the defendant's line in this instance, would involve a reduction of rates on the Dunkirk, Allegheny Valley and Pittsburgh and other competing lines not parties to this proceeding, and unsettled relative rates in a large extent of territory, such a change ought not to be made unless based upon adequate grounds.
Rice, Robinson & Witherop *v.* Western New York and Pennsylvania Railroad Company.
ON DIFFERENT BRANCHES.—A departure from the rule of equal mileage rates as applied to the several branches of the road is not conclusive that such rates are unlawful, but the burden is on the company making such departure to show its rates to be reasonable when disputed.
Logan *et al. v.* Chicago and North-Western Railway Company.
See Preference and Advantage; Unjust Discrimination.

REPLICATION.

NOT REQUIRED.—
In re Procedure in Cases at Issue.
NOT NECESSARY TO BE FILED.—
Oregon Short Line *v.* Northern Pacific Railroad Company.

REPARATION.

Can not be awarded in proceedings pending before the Commission on March 2, 1889, the date of the amendment of the act to regulate commerce.
Rawson *v.* Newport News and Mississippi Valley Company *et al.*

STATE RAILROAD COMMISSIONS.

ACTION RESPECTING CATTLE IN CAR-LOADS.—The fact that by the action of certain State commissions a car is permitted to be loaded by the shipper at discretion without the car-lot rate being affected thereby is not a reason for adopting the like rule in interstate traffic, if that course is found not to be most just and politic.

Leonard & Chappelle *v.* Chicago and Alton Railroad Company.

SUBPŒNA DUCES TECUM.

Rice *v.* Cincinnati, Washington and Baltimore Railroad Company *et al.*, *in re* Application of Petitioner.

TARIFFS.

MODIFICATION OF, BY CARRIERS.—

First Annual Report of Interstate-Commerce Commission.

FILING AND PUBLICATION OF. (*Ib.*)

CIRCULAR CONCERNING FILING JOINT TARIFFS.—

ORDER FOR PUBLICATION OF JOINT EXPORT TARIFFS.—

TO BE FRAMED BY CARRIERS.—

In re Tariffs of Columbus and Western Railway Company.

PREPARATION OF.—The Commission prefers to permit carriers to work out for themselves all tariff details, and accords a reasonable time for that purpose.

Martin *v.* Southern Pacific Company *et al.*

SPECIAL.—

In re Tariffs Transcontinental Lines.

FILING AND THE PUBLICATION OF.—Reduction of passenger rates without consent of connecting lines over which tickets are sold, and without filing schedules thereof with the Commission. *Held*, to be in violation of section 6 of the act to regulate commerce.

In re Passenger Tariffs and Rate Wars.

Methods generally adopted by carriers in the preparation and publication of rate sheets, if in substantial compliance with the law, and sufficient for purposes of public information, while not necessarily to be accepted by the Commission as a standard, may be acquiesced in until a better mode can be substituted.

In re Passenger Tariffs.

New individual or joint passenger tariffs must be posted at stations to which they apply, and tickets can legally be sold on combinations of initial or terminal locals therewith. (*Ib.*)

CIRCULAR RELATING TO CHANGES IN JOINT TARIFFS.—

In re Joint Tariffs, Circular.

FOREIGN CARRIERS.—Foreign common carriers engaged in the transportation of passengers or property for a continuous carriage or shipment from a place in the United States to a place in an adjacent foreign country are subject to the provisions of the act, in respect to the printing of schedules of rates, fares and charges for the traffic they carry, the posting and filing with the Interstate Commerce Commission of copies of such schedules, the notice of advances and reductions, and the maintenance of the rates, fares and charges established and in force at the time.

In re Acts and Doings of the Grand Trunk Railway Company of Canada.

Such common carriers are also subject to the provisions of the act in respect to joint tariffs of rates, fares and charges for continuous lines or routes. (*Ib.*)

FORM OF.—The form of tariffs and classifications in use criticised, and requirements of statute stated in respect thereto.

In re Tariffs and Classifications of Atlanta and West Point Railroad Company *et al.*

THROUGH RATES.

WHEN REQUIRED.—Through rates and through bills of lading given on other commodities and to other points similarly situated should be given on cotton when no excuse is shown for refusing same.

Harwell *v.* Columbus and Western Railroad Company.

RATE PER TON PER MILE.—

Business Men's Association *v.* Chicago, St. Paul, Minneapolis and Omaha Railway Company.

Business Men's Association of the State of Minnesota *v.* Chicago and North-Western Railway Company.

THROUGH AND CONTINUOUS LINES IMPLY.—

Parkhurst and Company *v.* Pennsylvania Railroad Company *et al.*

Nicolai *v.* Pennsylvania Railroad Company *et al.*

FROM GROUPED STATIONS.—

Rend *v.* Chicago and North-Western Railway Company.

WHAT ARE.—A rate is none the less a through rate when freight is shipped upon a through bill of lading because the initial carrier charges its local rate as part of the total rate, and the remaining lines charged an agreed rate made by percentages.

Chamber of Commerce of the City of Milwaukee *v.* Flint and Père Marquette Railroad Company *et al.*

When a combined rate, evidenced by a through bill of lading has every substantial constituent of a through rate, it is not necessary that it should be formally quoted by one of the carriers to another who is engaged in the making of it in order to constitute a through rate. Names are nothing in such a transaction; the law looks at the elements and substance of the transaction itself. (*Ib.*)

Through rates as such discussed and defined. (*Ib.*)

WHEN NOT ILLEGAL.—Through rates are not necessarily illegal, which, when divided between carriers, give them less than their local rates, *provided* that the through rate itself is not less than some one of the locals, or unjustly discriminating against individuals or localities, or so low as to burden other business with part of the cost of the business upon which it is imposed.

Lippman & Co. *v.* Illinois Central Railroad Company.

See Combination Rates; Reasonable Rates; Unjust Discrimination; Water and Rail lines; Long and Short Haul Clause.

TICKETS.

COMMISSION ON THE SALE OF.—

Second Annual Report of Interstate Commerce Commission.

In re Passenger Tariffs and Rate Wars.

MILEAGE, EXCURSION AND COMMUTATION.—

In re Passenger Tariffs.

See Mileage Tickets; Tariffs; Act to Regulate Commerce.

OVERCHARGE ON.—A misapprehension under which a party has paid for one journey in two sections, whereby the cost of the transportation has been made more than it would have been had a through ticket been purchased, may be lawfully corrected by return of excess, though the carriers were without fault and only charged for each portion of the journey the regular rates.

Sanger *v.* Southern Pacific Company et al.

UNDERBILLING.

CHARACTER OF TRANSACTION.—The shipper in such cases pays freight upon a less quantity than is actually carried, the result of which is that upon the gross amount he pays a reduced rate; in other words, a less sum than is charged to other shippers for a like service.

In re Underbilling.

VIOLATION OF LAW.—The service known as underbilling explained and found to be in contravention to the act to regulate commerce. (*Ib.*)

EXTENT OF.—Facts stated showing extent to which this device has been employed during winter of 1887–'88. (*Ib.*)

REMEDIES FOR.—Various suggestions made in respect to duties of common carrier, inspection of goods tendered for shipment, ascertaining correct weights in all cases, etc. (*Ib.*)

Second Annual Report of Interstate Commerce Commission.

UNJUST DISCRIMINATION.

DISCOUNT FOR QUANTITY.—An offer by a railroad company to give a discount to any consignee who within a year shall receive at any one station a specified amount of freight, which offer purports to be made to secure speedy dispatch, but is not conditioned on speedy dispatch being made, is void, and if a discount is made to one dealer in pursuance of it, all others will be entitled to a like discount.

Providence Coal Company *v.* Providence and Worcester Railroad Company.

If the real consideration of the offer were to secure speedy dispatch, it should have been open to all who could accept it, regardless of quantity. (*Ib.*)

An offer of a special discount made professedly on one ground in the published tariff, can not, when that ground fails, be supported by referring it to some other and different ground. (*Ib.*)

A railroad company can not support a discount based on quantity of freight received by any one shipper, on the principles which are applied among merchants, whereby they give better prices in wholesale than in retail dealings. The cases are not analogous, since the naming of the quantity of freight that shall be compared to wholesale purchases must necessarily be altogether arbitrary, and the duty of impartial service which the company owes to the public will preclude special discriminations being determined by arbitrary tests. (*Ib.*)

TWO TERMINAL STATIONS AT ONE END OF ROAD.—The Providence and Worcester Railroad Company has one terminus on the river in Providence; and another across the river in East Providence; the one in Providence having been first constructed, and the other later, and for the convenience of the company. From the Providence terminus to points reached from both the distance is slightly the less. The company is not at liberty to make from Providence, to such common points higher charges than from East Providence, in order to force the business to the latter terminus, and would be chargeable with unjust discrimination if it should do so. (*Ib.*)

ESTOPPEL.—The fact that a railroad company for many years has paid the charge for hauling freight from wharves to its stations, does not bind it to continue that practice, and if not bound by contract it may stop doing so at any time. (*Ib.*)

MILEAGE.—As the Burton Stock Car Company does not use cars of railroad companies, or exchange cars in any manner, but rents them to the public for hire the refusal of the defendants to pay the same mileage allowed on exchanges of cars between each other does not constitute unjust discrimination.

Burton Stock Car Company *v.* Chicago, Burlington and Quincy Railroad Company *et al.*

DATE OF TRANSACTION.—The act to regulate commerce does not afford a remedy for unjust discrimination which occurred before the act was passed.

Ottinger *v.* The Southern Pacific Company.

MILEAGE TICKETS.—A railroad company that sells mileage tickets must sell them impartially to all the public who apply for them; their sale to a particular class of persons at lower rates than are charged to others is unjust discrimination

Larrison *v.* Chicago and Grand Trunk Railway Company.

Associated Wholesale Grocers of St. Louis *v.* Missouri Pacific Railway Company.

STOCK YARDS.—It is the duty of common carriers of live stock to provide reasonable and proper facilities for loading and unloading live stock free of charges other than the usual transportation charges.

Keith *v.* Kentucky Central Railroad *et al.*

PASSENGER TRANSPORTATION.—Discrimination in rates charged passengers who enjoy the same accommodations is not justified by proof that the carrier's present or future business will be thereby stimulated, or that the settlement of the country will be promoted, or that those receiving the more favorable rates are persons of small means who are about to locate permanently in the northwest.

Smith *v.* Northern Pacific Railroad Company.

The rule under which passenger transportation should be conducted requires absolute equality of payment from all persons enjoying the same accommodations. (*Ib.*)

Colored passengers may properly be assigned separate cars on equal terms; but the accommodations provided must be the same as those provided for white passengers holding the same class of tickets.

Councill *v.* Western and Atlantic Railroad Company.

Heard *v.* Georgia Railroad Company.

RELATIVE RATES.—Rates must not only be reasonable in themselves, but they should be so relatively reasonable as to protect communities and business against unjust discrimination.

Boards of Trade Union of Farmington, etc. *v.* Chicago, Milwaukee and St. Paul Railway Company.

When the same carrier operates parallel lines, and for any cause accepts lower rates on one of them, it should provide sufficient corresponding advantages to the patrons of the other line to preserve the substantial equality contemplated by the statute. (*Ib.*)

Low charges upon one of two routes operated by the same carrier should not be made up by relatively high charges upon the other, when the result disastrously affects the business of communities situated upon the latter line. (*Ib.*)

If a railway company in establishing charges on different divisions and branches of its road so adjusts them as to divert trade and business to one locality, which naturally, under an equitable adjustment of charges, would go to another, such preference is not excused by the fact that some of such charges are not entirely voluntary but result from competition between carriers.

Raymond *v.* Chicago, Milwaukee and St. Paul Railway Company.

WATER COMPETITION.—When water competition is alleged as a justification for discrimination between localities, the same measure of proof is required to overcome the presumption that it is unjust which is necessary to work an exception under section 4.

Harwell *v.* Columbus and Western Railroad Company.

DISTRIBUTION OF CARS.—Where, according to its usual experience, a railroad company has sufficient equipment to meet the demands upon it, or by reason of unusual circumstances freights have accumulated to an exceptional extent, it is not chargeable with violation of law because unable to respond at once to all demands for cars.

Riddle, Dean & Company *v.* Pittsburgh and Lake Erie Railroad Company.

Nor in such case does it violate any law by refusing to allow its cars to be sent off its line to distant points, when the business offered upon its own line keeps them fully occupied. (*Ib.*)

Where by reason of extraordinary circumstances a railroad company can not promptly meet all calls for cars, it should furnish them ratably and fairly to all shippers in proportion to the freights offered by them respectively. (*Ib.*)

It is not a valid excuse for refusal to furnish a fair allotment of a certain class of cars that they can be more profitably employed, and can supply the wants of a larger number of shippers upon another portion of the line.

Riddle, Dean & Company *v.* New York, Lake Erie and Western Railroad Company.

Regular patrons are not entitled to preference in the use of equipment of common carriers. The public must be justly and equally served. (*Ib.*)

Upon the facts stated, from which it appears that it was the duty of the owners of a mine to have inquired of the agent of the railroad company in respect to cars, which they failed to do: *Held*, That a complaint of unjust discrimination can not be sustained.

Riddle, Dean & Company *v.* Baltimore and Ohio Railroad Company.

BETWEEN LOCALITIES.—The fact that a refusal to give a through rate as for one shipment to shippers who purchase goods to sell again operates prejudicially to the town desiring the privilege, and favorably to another town, does not make the refusal an unjust discrimination when the same rule is applied to all towns, and the privilege accorded to none.

Crows *v.* Richmond and Danville Railroad Company.

La Crosse Manufacturers and Jobbers' Union *v.* Chicago, Milwaukee and St. Paul Railway Company.

Unjust discrimination must consist in the doing for or allowing to one party or place what is denied to another; it can not be predicated of action which in itself is impartial. (*Ib.*)

AFFECTING BOSTON RATES.—No unjust discrimination shown to exist in respect to the present differential charges on business from western points to Boston as compared with New York.

Boston Chamber of Commerce *v.* Lake Shore and Michigan Southern Railway Company.

RATES ON OIL.—When oil is transported in tanks permanently affixed to car bodies the tank is to be considered as part of the car, and for oil transported therein the charge for transportation should be the same by the hundred pounds that the carrier charges for transportation between the same points of barrels filled with like oil and taken in car-load lots; the carrier is guilty of unjust discrimination if the shipper in barrels is charged a higher rate.

Rice *v.* Louisville and Nashville Railroad Company.

EVIDENCE.—Upon a complaint of unjust discrimination, to rebut the inference arising upon circumstances appearing in the proofs, evidence is admissible to show that during a long course of business the carrier has never exhibited any unfriendly spirit toward the shipper, and that, on the contrary, its agents made extra exertions in good faith to accommodate the shipper in the matter complained of. (*Ib.*)

TRANSPORTATION OF PETROLEUM OIL.—In cases against carriers who were charged with discriminating unjustly in their rates as against those shipping petroleum and its products in barrels in favor of those who shipped in tank cars, the evidence, among other things, showed that in the territory served by the defendants the shipment in barrels was most dangerous, and also that when shipment was in tanks there is greater likelihood of return loads. Difference in rates made by the carriers was considerable; the Commission equalized this, but still permitted a charge for the weight of the barrel. In the same cases it was incidentally made to appear that on the Pennsylvania system of roads some of the conditions affecting rates on this traffic were the reverse of those above stated, and the rates had theretofore been made the same by quantity whether the shipments were in tanks or in barrels. On the decision above referred to being made, the rates on barrel oil were raised by the managers of the Pennsylvania system so as to include a charge for the weight of the barrel. This was claimed to be done in order to come into conformity with the action of the Commission: *Held*, That the action was unwarranted. A decision on facts does not establish a principle to govern where the facts are different, and no facts which had been laid before the Commission would have authorized a ruling raising the rates on the Pennsylvania roads on barrel oil either absolutely or relatively.

In re Relative Tank and Barrel Rates on Oil.

In arriving at what is a just and reasonable rate on oil transported by a carrier on a short local line having but a small volume of business, where the cost of transportation is exceptionally great, the fact that an independent pipe line from Titusville to Buffalo transports oil between these points at lower rates than the railroad company constitutes no just reason why the railroad company should be required to reduce its rates to those of the pipe line.

Rice, Robinson & Witherop *v.* Western New York and Pennsylvania Railroad Company.

The charge of unjust discrimination is not sustained by the evidence in this case. (*Ib.*)

SHORT BRANCH ROADS.—

Heck & Petree *v.* East Tennessee, Virginia and Georgia Railway *et al.*

COMBINATION RATES.—Rates obtained by combination which are lower than tariff rates for the same point are unjust and illegal.

Martin *v.* Southern Pacific Company *et al.*

BETWEEN SMALL AND LARGE TOWNS.—Trade centers or large commercial towns are not, as a matter of right, entitled to have more favorable rates than the smaller towns for which they form distributing centers; and if carriers shall give to such smaller towns rates as favorable as to the larger, the Commission will not interfere.

Martin *et al.* *v.* Chicago, Burlington and Quincy Railroad Company *et al.*

The principles laid down in the case of Crews *v.* Richmond and Danville Railroad Company (1, I. C. C. Rep., 401) re-stated and re-affirmed. (*Ib.*)

TRANSPORTATION IN CARS OF OTHER COMPANIES.—The law does not forbid a carrier from obtaining cars for the transportation of freight over its line from other carriers or car-furnishing companies, but in every such instance the rates of freight must be exactly the same, and none other, as they would be if such cars were owned by the carrier so using them.

Scofield *et al.* *v.* Lake Shore and Michigan Southern Railway Company.

TRANSPORTATION IN CARS BELONGING TO THE SHIPPER.—The law does not forbid a carrier from obtaining cars from a shipper for the transportation of such shipper's freight over its line, but in every such instance, after deducting a reasonable rent, published in the tariffs as part of the rate and made by the carrier to the shippers for the use of such cars, the rates must be exactly the same, and none other, as upon freight transported in the same service in the carrier's own cars. (*Ib.*)

MILK TRANSPORTATION.—The existing arrangement by which the same rate is charged for the transportation of milk from all points reached by the regular daily milk trains of the defendant roads found to be not illegal, and on the whole to be the best system that can be provided for the general good of all interested parties.

Howell *et al. v.* New York, Lake Erie and Western Railway Company *et al.*

BY SPECIAL TARIFFS.—Discriminations are made and undue advantages are given by the special tariffs in question in giving different rates to places named and those not named; to the manufactured articles named and to those not named; to jobbers at places named and those not named; to manufacturers and to jobbers and other dealers.

In re Tariffs of Transcontinental Lines.

PASSENGER CLASSES.—There is nothing illegal or wrongful in a railroad company making a rate for emigrants as a class and declining to give the same rate to others for whom different accommodations are furnished.

Savery & Co. *v.* New York Central and Hudson River Railroad Company *et al.*

FREE TRANSPORTATION.—The offense under section 2 of the act to regulate commerce of giving free transportation to an individual consists in the charging, demanding, collecting or receiving by the carrier from some other person or persons a compensation for a like service when none is contemporaneously charged or received from the persons thus transported free.

Griffee *v.* Burlington and Missouri River Railroad Company in Nebraska.

Free transportation issued in the form of an annual pass to a person not in the regular and stated service of the carrier nor receiving any wages or salary under a contract of employment but requested by him as compensation for throwng in his way what business he conveniently could, *Held*, to be illegal.

Slater *v.* Northern Pacific Railroad Company.

TICKET BROKERS.—The employment of ticket brokers and scalpers for the sale of railroad tickets placed in their hands to be disposed of at reduced rates under the pretense of paying commissions thereon, *Held*, illegal.

In re Passenger Tariffs and Rate Wars.

Rates obtained from ticket brokers lower than those offered at the regular offices of the company effect unjust discrimination. (*Ib.*)

LOCAL AND THROUGH RATES.—Through rates are not necessarily illegal which, when divided between carriers, give them less than their local rates, provided that the through rate itself is not less than some one of the locals, or unjustly discriminating against individuals or localities, or so low as to burden other business with part of the cost of the business upon which it is imposed.

Lippman & Co. *v.* Illinois Central Railroad Company.

RATES ON BRANCH LINES.—The service may be rendered under such dissimilar circumstances as to make it lawful to charge more for the same distance on one line or branch line than on another line or branch of the same road

Logan *et al. v.* Chicago and North-Western Railway Company.

RATES ON BRANCH LINES—Continued.

A railway company while long maintaining a rate without the presence of competition on other than equal terms is making evidence that such rate is not too low. (1 *Ib.*)

JOINT WATER AND RAIL LINES.—The fact that a railroad company makes joint arrangements with carriers by water for through carriage at through rates for one of its branch roads will not charge it with unjust discrimination for refusing to make identical arrangements on other parts of its system, when it appears that from such other parts of its system it actually makes through arrangements by more direct route and at the same rate, which are presumptively of equal convenience to shippers.

In re Joint Rail and Water Lines.

PARTY AND PASSENGER CAR-LOAD RATE.—Party rates and passenger car-load rates lower than contemporaneous rates for single passengers constitute unjust discrimination between persons entitled to transportation at equal rates, and are therefore illegal.

In re Passenger Tariffs.

INLAND RATES ON EXPORT TRAFFIC.—From November 4, 1887, to February 20, 1888, the trunk lines made through export rates, of which the inland proportion accepted by them was at the port of New York often 10 cents or more per hundred pounds less on light traffic than the published tariff rates charged at the same time to the same port. *Held*, that the discrepancy between the proportion of the through rate accepted and the established tariffs for seaboard consignments for the same inland carriage is not shown to have been justified by any circumstances tending to show that it was just or proper, and that it must therefore be deemed an unjust and unlawful discrimination as between the transportation terminated at that point.

New York Produce Exchange *v.* New York Central and Hudson River Railroad Company *et al.*

IN RATES ON COAL TO POINTS IN CANADA.—Upon an investigation by the Commission it appeared that the Grand Trunk Railway Company of Canada transports coal and coke under a schedule specifying a total from Buffalo, Black Rock and Suspension Bridge in the United States to Hamilton, Dundas and several other points in Canada, and that the published tariff rate for transportation from the points named to Hamilton and Dundas is $1 a ton, but that it accepts a reduced charge or allows a rebate of 25 cents a ton in favor of certain consignees at Hamilton, Dundas and other points in Canada. *Held*, that the reduced charge accepted or rebate allowed is in violation of the act to regulate commerce and unlawful.

In re Acts and Doings of the Grand Trunk Railway Company of Canada.

See Act to Regulate Commerce; Interstate Commerce; Classification; Preference and Advantage; Underbilling Passengers.

WATER AND RAIL LINES.

JOINT ARRANGEMENTS.—The act to regulate commerce does not empower the Commission to compel railroad companies to enter into joint arrangements with carrier by water for through carriage at through rates.

In re Joint Water and Rail Lines.

COMPETITION BY.—Does not justify greater charge for shorter distance while the carrier maintains the shorter distance rate where such competition is of greater force and more controlling than at the longer distance point.

James & Abbott *v.* East Tennessee, Virginia and Georgia Railway Company *et al.*

WATER COMPETITION.

WHEN NOT SUFFICIENT TO CONSTITUTE EXCEPTION UNDER SECTION 4.—
Harwell *v.* Columbus and Western Railroad Company.
IMPORTANCE OF.—
First Annual Report of Interstate Commerce Commission.
EFFECT OF UNDER FOURTH SECTION. (*Ib.*)
EXCEPTIONAL CONDITIONS.
Business Men's Association of the State of Minnesota *v.* Chicago, St Paul, Minneapolis and Omaha Railway Company.
In re Tariffs of Transcontinental Lines.
Second Annual Report of Interstate Commerce Commission.
See Long and Short Haul Clause.

APPENDIX 5.

REPORT OF INVESTIGATION OF METHODS OF KEEPING FREIGHT ACCOUNTS.

Proceeding under the order of the Commission a visit was made to the general offices, and the billing and loading stations of the larger roads at New York, Philadelphia, Baltimore, Chicago, and Buffalo. At these points an examination was made of the various records kept in the accounting offices at the billing and receiving stations and at junction points, pertaining to the movement of freight traffic, the collection of freight earnings, and the payment of claims and vouchers; also as to the manner of recording and settlement of earnings from car mileage.

In respect to all these matters it was found that the methods of the companies examined were practically the same; that is, the same general system of accounting is followed by all. It was found that formerly many companies worked independently of others, under a system which was considered most convenient for themselves; latterly, however, there has been considerable change in this respect, pertaining to traffic which is interchanged between roads and an effort made to place upon a uniform basis all records and accounting. The Association of Railway Accountants, having a large membership of railways, is now dealing with plans for simplifying the accounting between roads, and will do much to bring about uniformity in this respect.

For the information of the Commission and the purposes of this report, it seems only necessary to describe in general terms the records and methods of all. When making an examination of the records a copy was obtained of all forms and books which came under my notice, and their use learned. Many of them, however, are used for office purposes only, but were retained with the others. Such of these forms and books which it is thought could in any way be of service to the Commission in making an examination of the freight records of any company, are here referred to with a brief explanation of their use.

SHIPPER'S RECEIPT.

The title of this blank differs, it being variously called "shipper's receipt," "shipping ticket," and "dray ticket." They are forms usually furnished by railroads to shippers, upon which a receipt is given by the representative of the railroad for freight received for shipment. These forms are usually filled in by the shipper, and show the shipping marks of the goods, description, consignee, and destination. In the larger cities where business firms are shipping daily, the shipping ticket, or dray ticket is used by carmen and others to obtain a receipt for the delivery of the goods at the railroad station. For local traffic passing between points on the same road the shipping receipt is frequently a combined receipt and bill of lading, and upon the receipts so used there appear what are termed "conditions and rules," or "contract," showing the conditions under which the traffic will be received and carried by the company. These conditions contain, for example, a release for certain goods *liable to leakage*, or damage to perishable property, damage on account of storms, *etc.; they state* what goods will not be received for shipment, and give various rules

as to the manner in which goods should be packed, etc. Where a receipt issued contains all the rules and conditions which are usually found in a bill of lading, it is understood that it is given as a bill of lading, and some roads call a shipping receipt so constructed a "bill of lading."

The shipping tickets, or dray tickets, do not usually contain the rules and conditions, and are used principally by regular shippers for obtaining simply a receipt for the delivery of the goods at the depots. This is especially the custom with through traffic from the larger cities forwarded by the fast freight lines.

The authority to issue bills of lading is not usually given to the agents at the depots where freight is received for shipment. For all through traffic bills of lading are generally procured by the shipper, and this may be done by presenting the receipt obtained at the depots at the office of the company where bills of lading are issued. When the shipping receipt is surrendered and a bill of lading issued in its place the bill of lading is the paper upon which the shipper depends for the fulfillment of the obligation of the railroad with respect to his shipment.

At the large receiving stations in New York when freight is delivered the receipts are usually presented in duplicate; one is signed and returned to the shipper and the duplicate is retained at the station by the receiving clerks. When the freight is weighed and loaded into the car the weight of the freight, number and initial of car is noted on the duplicate receipt, which is then passed to the billing office where the way-bill is made.

At the large stations, where a great quantity of freight is received daily, the receiving clerks accept the freight at the shipper's description; that is, if several packages of freight are brought for shipment, and described upon the receipt as containing certain articles, and the general appearance of the packages indicates that they do contain the articles described, the receipt is promptly given. Later, however, when the freight is weighed and loaded, it may be noticed that the goods have been wrongly described by the shipper for the purpose of evading the classification and securing a lower rate. When this is discovered by receiving clerks, inspectors, or others, the duplicate receipt which is retained at the loading station is changed, and upon it the goods are described as they are actually found to be. It therefore frequently occurs that the description of the articles upon the receipt retained by the shipper is entirely different from the articles as actually shipped and way-billed; in such cases when a bill of lading is procured on the receipt held by the shipper the bill of lading is incorrect.

At stations where considerable business is done, and the receiving of freight is restricted to certain hours, it is impossible for receiving clerks or agents to assure themselves that the contents of the packages are actually as the receipt made out by the shipper calls for. The weighing and loading of freight continues long after the prescribed time for receiving the freight, and when the weighing and loading is being done, agents, inspectors, and others examine and verify the description of the contents of the packages. There is a rule by which all roads using the official classification are governed, which is as follows:

Agents at point of shipment will take care to assure themselves that contents of packages are actually what they purport to be. If they have reason to suspect that an attempt is being made to deceive the carrier, or avoid proper classification, they will require an examination of the contents, or other sufficient evidence that they are correctly described before receipting for same. Should freight be incorrectly described and escape detection at shipping point, if the real character of the goods is discovered before delivery to consignee, or to connecting road, charges will be collected according to the proper classification. In case of loss or damage owner will be paid for articles as called for by receipt or bill of lading given at the time of shipment.

Owing to the large amount of traffic at many of the important stations, as stated above, it is impossible for the agent to make the necessary examination of packages before receipting for same, as the foregoing rule requires; but the carriers claim the right to satisfy themselves as to the contents of the packages and to way-bill, and col-

lect freight charges accordingly; and in cases where the description of the article is changed by the railroad after the receipt and bill of lading have been issued, these papers become valueless in any subsequent dispute if the railroad can show delivery to the consignee of the goods as described and shipped by the railroad. The receipt is of value to the shipper to prove his delivery of the goods to the railroad; the bill of lading is generally used for this purpose when it has been procured. The subject of uniform receipt and dray ticket is receiving attention from the various freight associations.

BILLS OF LADING.

The object of the "bill of lading" is so well known that special comment upon its use does not appear necessary. A shipper after delivering his goods at a depot may there receive a bill of lading, or if not issued at the freight depot, may procure one at a designated office of the road or line on presentation of his shipping receipt. On all the lines leading from the sea-board to the Western cities the bills of lading are generally alike; on the business going west there is one style used, on business coming east another, and for the foreign or export business still another. The form of each does not vary materially; the difference, if any, is to be found in the rules showing the conditions under which the bill of lading is issued. A bill of lading issued by the Erie Dispatch (a fast-freight line operating over the New York, Lake Erie and Western Railway) for general merchandise from the east may be taken as an illustration of the bill of lading issued generally by the larger roads, and has the following conditions:

(1) In consideration of a through rate being given the right is reserved to forward the goods by any railroad line between points of shipment and destination.

(2) The Erie Dispatch is responsible only as warehousemen when goods are at any of their stations waiting delivery to consignee.

(3) They will not be liable for injury to goods occasioned by weather, accidental delays, or natural decay, or for loss from leakage, improper packing, or for loss or damage by fire while in transit, or while in depots or places of transshipment, or for loss or damage by fire, collision, or dangers from navigation while on sea, river, etc.

(4) No responsibility is assumed for damage arising from chafing of goods packed in bales.

(5) No guaranty of special time for delivery of goods.

(6) Contains a list of perishable goods and other articles which will only be taken at owner's risk unless specially agreed in writing to the contrary.

(7) Gunpowder, friction matches, and combustibles will not be received except by special agreement.

(8) When the merchandise covered by the bill of lading is lost, the value of same at point of shipment is to govern the settlement, except where the value is specially agreed upon and the rates made accordingly. Carriers shall have the benefit of any insurance effected by the owner.

(9) It is stipulated that in case of loss or damage sustained by property covered by the bill of lading during transportation, whereby any legal liability shall be incurred, the company in whose custody the goods were at such time shall be held answerable therefor.

(10) No claim allowed for deficiency or damage to package if receipted for in good order at the point to which it is contracted by the bill of lading.

(11) No claim allowed arising from insufficient packing or incorrect marking.

The foregoing are in substance the conditions found upon all bills of lading applying from the east to the west. For business going in the opposite direction the bills of lading are somewhat different; many of the conditions are identical, while others are inserted to meet the requirements of bulk traffic and other traffic which is transported from the west to the east only.

Another bill of lading, known as a "foreign bill of lading," or, as called by some roads, a "through bill of lading," is used in connection with traffic from the west intended for export, and shows what line of steam-ships it is made in connection with. This differs somewhat from the other forms, to meet the requirements of this class of business more conditions appear, among them being the rule regarding the exchange *of the rate* to the equivalent foreign rate, and other rules regarding the transfers to *the steam-ship* line, and what release is made against accidents to the steam-ship

line, etc. So far as examined it is found that most of the larger lines issue through bills of lading jointly with the steam-ship companies, and that the conditions are practically the same.

Another style of bill of lading is sometimes issued for the special traffic of spirits to be exported when such traffic is shipped in bond. The form of this is somewhat different from the other bills of lading, but the conditions are very much the same as govern the bill of lading covering business passing from the west to the east.

No detail examination has been made for the purpose of ascertaining to what extent the bills of lading of the various roads and the various fast-freight lines differ. The question of a uniform bill of lading is one that has been for sometime under consideration by the freight associations. At a recent meeting of the Central Traffic Association a special committee appointed in connection with this subject reported that they would soon be in position to submit a uniform bill of lading for adoption by the joint committee, which represents all of the roads east of the Mississippi and north of the Ohio River. The committee is at this time considering the manner of stating upon the bill of lading what is known as the "non-negotiable clause." If the action of this committee is accepted, and uniformity in the construction of bills of lading secured for the large territory of the joint committee, it is thought that similar action will follow from other associations.

The bill of lading is of value to the shipper to insure proper delivery of goods at destination; it is an important paper in connection with all claims that may subsequently arise from loss or damage, or other failure to properly transport the goods it covers. It is the custom in connection with claims for loss or damage to have the bill of lading accompany such papers, in order to prove the character and condition of the goods at time of shipment.

Railroads are now in the habit of issuing a through bill of lading to any point in the country to which a through rate may be made, guarantying the delivery of the goods at destination, collecting the charges from each other, etc., so that the shipper has nothing to do but to ship his goods to the consignee at point of destination, who on receiving the freight pays the full charge. This saves a great deal of labor to the shipper, who instead of having to deal with every road in the route over which his freight passes, need only transact his business with the initial road. It is one of the objects of the freight associations to extend the system of through billing and increase the number of points to which through bills of lading may be issued. There are now few points in the United States between which through rates and through bills of lading may not be obtained.

Copies of the bills of lading of all the important fast-freight lines and railroads have been obtained and may at any time be produced for examination.

It is proper here to call attention to the consideration given by the Commission to the subject of "conclusive bills of lading;" this may be found at page 484 of the Second Annual Report of the Commission.

TALLY-BOOK.

It frequently occurs that when freight is received at the larger stations it is temporarily stored before loading it into the cars. Certain portions of the depot are allotted for freight for certain destinations, and all freight for the same or common destination is assorted and placed together. When this freight is afterward loaded into the cars it is "tallied in"; that is, record is made by the checker or tallyman upon the tally-book. This record shows the marks, name, destination, consignee, description, and weight of goods. The tally-book is afterwards passed to the billing office and the way-bills are made.

The tally-book is also used for checking large shipments of sugar, flour, and other articles requiring a check on the *count* before receipting and billing. A shipment of sugar of a thousand barrels is often made by one shipper to several consignees, and for such shipments it is not always the custom to mark each barrel. The shipment

may be received at the railroad station or pier from boats or lighters. A memorandum accompanies the cargo, showing that a certain number of barrels are to be forwarded to certain consignees. When this is unloaded the tally-book is used by the tallyman, or checker, to get a record of the name of each consignee and the number of barrels for each, and from the tally-book check the loading into the car. When the loading is finished the way-bills are made from the tally-book. The tally-book is also used to check freight received, to ascertain that the contents of the car check out as billed. It is the custom at some stations, when way-bills are received by mail of car-loads of mixed freight, to have a rough copy of the way-bill made into the tally-book showing simply the names of the consignees and the articles. This tally-book is then passed to the checkers, who are at the car when it is unloaded and check upon the tally-book the items for each consignee as unloaded; any discrepancy in the billing or loading is then discovered.

The books or blanks used for tallying purposes are variously called "tally-book," "checker's book," "checker's tally-list." The book is a sort of a blotter, no special form being followed. Where they are used they form a rough record of traffic received and forwarded, and are frequently of use as reference in settlements of claims arising for loss or damage to shipments, and would be further useful for proving the actual loading or unloading of freight.

WAY-BILLS OR MANIFESTS.

The "way-bill" is a bill made at the office of a station of a road from which freight is forwarded. It describes the shipment, and usually accompanies the freight to its destination, being placed in the charge of the various conductors of trains upon which the freight is carried. The form of way-bills differs to meet the requirements of particular freight. For freight which is purely local, passing between points on the same road, there is used a way-bill for general merchandise, which, with most roads, is alike in its form. With some roads a special form of way-bill is used for other freight, such as live stock, coal, perishable freight, and for company's freight. On nearly all of the business passing from Eastern cities to Western cities, such as Chicago, St. Louis, etc., way-bills are made "through," such freight usually being carried by the fast freight lines. These way-bills are called "through" or "line way-bills." The railroads keep separate the traffic of each fast freight line, and for this purpose each line has its own form of way-bill. The forms of the line bills, however, are not materially different from those the railroads use for their own business. Freight upon which the charges are prepaid is way-billed on a separate form of bill. Freight in bond received at the port of New York for immediate shipment is forwarded under a special way-bill. Merchandise in bond destined to points in Canada is consigned to the collector of customs at ports of transshipment. A special form of way-bill is used for such freight.

All way-bills show date of shipment, number of way-bill, car initial and number, points from and to which the shipment passes, name of consignor, name of consignee, description of articles, the weight, the rate, freight charges, advance charges, the amount of prepaid charges, or the total charges to be collected.

As stated, way-bills usually accompany the freight when the shipment passes between points on the same line, and also when the freight is billed by the car-load, such as coal, oil, lumber, etc. If the shipment is for a mixed car-load of freight passing over the entire length of a road, or between stations a considerable distance apart, it is the custom to send with the car what is termed a "running card" or "memorandum way-bill," or "loaded car ticket." These show only the number and initial of the car and its destination, and are for the guidance of conductors. These cards are also used for solid car-loads of freight going long distances, or when it is impossible to make the regular way-bill without delaying the movement of the freight, and whenever they are used the regular way-bill, giving a full discription *of the shipment*, is usually sent by the agent at the forwarding station to the agent *at destination* by mail. The through freight between the sea-board and western cities

is all forwarded on the through or line way-bills. The various fast-freight lines have their own bills, bearing the name of the line. All freight solicited for shipment by a fast freight line is way-billed on a bill of that line. No separate office organization, however, is maintained by the fast-freight lines for billing purposes; this work is done by the same force that handles the work of the road over which the line operates. For example, the Commercial Express line operates over the New York, Lake Erie and Western Railroad and connections. Freight solicited and to be shipped via the Commercial Express line is received at the depots of the New York, Lake Erie and Western, and while the shipping receipt and bill of lading are made on Commercial Express line blanks, the freight is treated the same as if it were road freight proper, except that it is loaded into Commercial Express line cars when available, and the way-bills are made on Commercial Express line blanks.

The billing offices keep separate for accounting purposes the records of the billing of each line.

When a through way-bill is made from New York to Chicago, as if the entire distance was covered by one road, it is called "through billing." Some years ago it was the custom to way-bill goods only to the terminus of a road. If the shipment was to pass over several roads to reach its destination, each road would take it up as a new shipment and way-bill it for its portion of the haul, showing upon the way-bill, under the head of "advance charges," the freight charges which accrued to the line delivering it to the road making the new billing. The custom of through billing has been in vogue with many of the fast freight lines for years, and in the last few years much has been done to improve and extend this practice under the supervision of the various freight associations. At this time this subject is receiving attention at the hands of the Western associations (The Central Traffic Association and the Western Freight Association), with a view to organizing through billing arrangements between points in the territory of each association. The advantages of through-billing arrangements to the carriers and shippers are apparent. To the shipper much time is gained in the movement of freight by avoiding the delay consequent upon re-billing and transfers at the termini, and to the railroads a vast amount of clerical work is saved.

Through billing is also done jointly by many railroads which may not have their through freight business handled by a fast-freight line organization. Neighboring roads frequently so arrange that traffic originating on either road destined to a point on the other road may be way-billed through to destination without rebilling at the termini. Wherever this is done, it is necessary for the roads parties to the arrangement to agree upon a basis upon which the division of the rate shall be made in a final settlement as between themselves, and upon most way-bills covering through business appear the percentages upon which the division of the earnings is made, and the amount of earnings accruing to each road. Other roads having joint billing arrangements do not show the percentage division of the rates upon the way-bills; the allotment of earnings between such roads is made in the accounting departments of the roads monthly under the agreed percentages.

The Star Union line is the through-freight department of the Pennsylvania Railroad and Pennsylvania lines west of Pittsburgh. All way-bills for the through business of these roads east and west of Pittsburgh are analyzed in the office of the auditor of the Star Union line, and the revenue divided upon the established percentages.

The majority of the way-bills of the fast freight lines show the proportion of the earnings accruing to each road forming the route. For example, on a shipment via the Lackawanna fast freight line from New York to Chicago, the way-bill would show the through rate and the through charges. Such a shipment would pass over the Delaware, Lackawanna and Western Railroad to Buffalo, and thence via the New York, Chicago and St. Louis Railroad to Chicago. The way-bill would show the percentage of the rate to be allowed the Delaware, Lackawanna, and Western Railroad to Buffalo, and the percentage of the New York, Chicago and St. Louis Railroad from Buffalo to Chicago.

When way-bills are made, copies of them are always sent to the accounting offices of railroads and to the fast-freight line interested. From these way-bills the accounting of the business of the line may be made up. Therefore, in the particular shipment just referred to, when the copy of the way-bill was received at the auditor's office of the Delaware, Lackawanna and Western Railroad, it would show that that road had carried certain freight to Buffalo which was destined to Chicago, and upon which the Delaware, Lackawanna and Western Railroad's earnings were so much—a stated figure. The way-bill would also indicate that this freight was forwarded via the New York, Chicago and St. Louis Railway, and as the latter road would collect the total freight charges at destination, the Delaware, Lackawanna and Western in its current account charges to the New York, Chicago and St. Louis Railway the earnings due the Delaware, Lackawanna and Western on that particular bill. The agent of the New York, Chicago and St. Louis Railway, when that freight is received at destination, collects the total freight charges as appear upon the way-bill, and a remittance of the money and statement is made to the accounting office of the New York, Chicago and St. Louis Railway. That latter office ascertains that of the total amount collected for that bill a certain portion of it is due the Delaware, Lackawanna and Western Railroad for its haul to Buffalo, and accordingly credits the Delaware, Lackawanna and Western with that amount. At the end of the month a settlement is made, the balances audited, and the money paid by one to the other, as the case may be.

When settlements are made in this manner at the end of the month they are termed "auditor's settlements." Where railroads are closely allied and their interchange business large this custom prevails, but with others the charges accrued up to a junction point are at once paid by the receiving road to the delivering road when the freight is transferred. Settlements made in this manner are called "junction point settlements." For two or three years past there has been an attempt to bring about a uniformity of practice in this respect. Many roads are in favor of junction point settlements only, while others prefer the auditor's settlement, which is made through the accounting offices only. The volume and character of the business usually guides as to which method is preferable. At the large junction points, such as Buffalo, the agencies are quite important offices, and there is established with most roads the custom of exchanging balances at least once a week. At the smaller junction points many roads will not place the authority with their agents to receive and collect these interchange charges, preferring to make the settlements through the accounting offices at the end of the month.

The methods in vogue at junction points governing the collection and payment of charges shown upon the way-bill will be further referred to under the heading of "Accounts at junction points."

When the way-bill is made in the office of the freight forwarding station it is the custom to make a number of tissue impressions of the way-bill; these tissue impressions are sent to the various offices, where any accounting may be done with respect to the movement of the freight they cover, and also to the offices of agents and others for their guidance as to the character and volume of freight being shipped daily. If the business is "line" freight, a copy of the bill is sent to the office of the auditor of the "line" organization. By this arrangement officials in charge of the commercial department of a road are informed what important shippers are shipping, and the management has general information as to the character of the business moving. Daily copies are also sent to the office of the auditor of the road and are used there for many purposes. They are taken as the original record of the movement of all freight and are used to make the necessary charges against the station at which the money is collected, or against the connecting road when freight is delivered to another road at a junction point. In the auditor's office all the way-bills are examined and checked to ascertain whether the rates charged are correct and also whether the *freight* charges have been correctly computed; if errors are found the other offices *affected* are notified and the necessary corrections made. In an auditor's office way-

bills are constantly needed for reference. If claims for loss or damage are made, it is customary, before proceeding in any way to adjust such claims, to first ascertain how the goods were actually way-billed. This information is procured from the copy of the way-bill in the auditor's office. The way-bills are also used for the compilation of statistics showing the tonnage moved and the distance carried, and also for the condensation of the tonnage of traffic delivered to and received from connections. This latter information generally appears upon the way-bills, as they show the initials of connecting lines from which the traffic is received or to which it is delivered.

Copies of all way-bills are kept at the stations where made, and copies and the original are retained in the auditor's office. If the methods of any road were in question, an examination of the way-bills would show:

(1) What rates were charged.

(2) Whether the rates charged were in accordance with the published tariffs.

(3) Whether the articles were properly classified.

(4) Whether estimated weights, when used, were correctly stated.

(5) Whether the weights were generally correct.

(6) Whether any exception had been made in the way-billing and handling of particular shipments.

On traffic passing over a bridge on which toll is charged or traffic subject to lighterage, terminals, or special switching charges, it is customary to deduct from the through rate, before dividing the same between the roads in the route, the amount charged for this special service, and credit the same to the road or bridge company performing such service. These charges are separately shown upon the way-bill. For example, at Philadelphia the Philadelphia and Reading Railroad make a terminal charge of 1½ cents per 100 pounds on all freight passing into Philadelphia over its line, in addition to the proportion which the Philadelphia and Reading Railroad would receive for its haul out of the through rate. A through rate from East St. Louis to Philadelphia of 50 cents under the arrangements now in effect would be divided as follows:

	Percent.	Cents.
Wabash Railway	35.33	17.1
Lake Shore and Michigan Southern Railway	24.12	11.7
New York Central and Hudson River Railroad	8.91	4.3
Fall Brook Coal Company	14.96	7.3
Philadelphia and Reading Railroad	16.68	8.1
Total	100.00	48.5
Philadelphia and Reading terminals		1.5
Total rate		50.0

It will be noticed that in the above the division between the roads is made on the basis of 48.5 cents, which is the rate after deducting the Philadelphia and Reading terminal. The Philadelphia and Reading proportion of the 48.5 cents is 8.1, to which is added the terminal, making 9.6 cents of the through rate.

The Pennsylvania Railroad also charges a terminal of 5 cents on all freight destined to Jersey City or New York. This terminal it is understood is allowed owing to their extensive facilities at Jersey City and on account of the large amount of money invested in the eastern division of the road. On most of the traffic the terminal charge is 5 cents per 100 pounds. Certain western roads will not consent to a terminal allowance to the Pennsylvania Railroad in the division of rates of over 3 cents per 100 pounds; but an arrangement exists with the Pennsylvania lines west of Pittsburgh to the effect that the division of the rate east of Pittsburgh will be so adjusted as to allow the Pennsylvania road proper 5 cents as a terminal charge. In the accounts of the Pennsylvania Railroad the earnings of the various divisions of the

road are kept separate, and the division of rates is always so made that the New York division will receive 5 cents terminal charge on all freight. In cases where only 3 cents is allowed by the western roads the revenue accruing to the Pennsylvania road east of Pittsburgh is so divided between its own divisions in the ultimate accounting that the New York division will receive its 5 cents terminal.

The switching which may be done to place the car at a warehouse door after arrival at destination is usually charged for according to the location of the switch from the general receiving depot. Such charges do not always appear upon the way-bill; the service may be charged for independently of the freight charges.

It is claimed by some companies that it would be impossible to move freight without a way-bill of some description being made. By the records of one road it appeared that freight could not be forwarded without a way-bill showing charges, except freight for company's use; the agent at forwarding station would be required to make a regular way-bill for freight of any description, and such way-bill would be numbered in a regular series. After the freight has been forwarded and manifested the charges or any portion of the bill can not be canceled except on an order from the the records office of the auditor. It would therefore seem impossible to move freight without showing such movement.

For traffic passing over the lake lines the same general plan for way-billing and accounting is followed as in use by the railroads. The Western Transit Company, a line operating on the Erie Canal and lakes, use three kinds of manifests; one for billing westward freight at Buffalo received from the railroads and local shippers; another for billing freight received from the canals; and a somewhat different form for the business coming eastward from Chicago. The forms are nearly similar to those used by the railroads and show consignor, consignee, description of shipment, the lake rate, the lake earnings, and the charges accrued up to the point of delivery to the lake line.

The "Anchor Line," the lake line connection of the Pennsylvania Railroad, follows the methods of the Pennsylvania Railroad. By this line the forms used for business interchanged with the Pennsylvania Railroad are slightly different from the forms used for business interchanged with other roads, and a distinction is made in the way-billing of business to and from Lake Superior ports; the information shown upon the bills, however, is practically the same.

With the lake lines, as well as with the railroads, the way-bills are the original papers showing details of all shipments, which together with the records pertaining to the way-bills, would be the proper source of reference for the purpose of ascertaining the rates of freight charged by such lines.

AGENT'S RECORD OF FREIGHT FORWARDED.

At every forwarding station or billing office a record is kept showing the details of each consignment shipped. These records are kept in what are called "freight forwarding book," "freight forwarding register," "way-bill record," and "manifest-book." They contain practically a copy of the way-bills. At the large stations these books are made of tissue copying paper, and when the way-bill is made an impression is made on one of the leaves of the book; in such cases the record book is the same as the way-bill. At stations where the business is not so large a record book is kept into which is entered the same particulars of a shipment as are shown upon the way-bill. If for any reason the originals or copies of way-bills were not to be obtained these records would be of use as giving the same information for each shipment as appears upon the way-bill.

With the lake lines a similar record is kept for recording the west-bound shipments from Buffalo. The title of a book of this kind used by the Western Transit Company is, "record of west-bound shipments from Buffalo." This book contains the substance of the manifests; it is also arranged to show the division of the earnings of the lake line and its immediate eastern connections. For the business coming

eastward from Chicago, Milwaukee, etc., a different form is used to accommodate the different character of the traffic, but the information contained is practically the same as the west-bound book.

All roads keep a book of this character at stations from which freight is forwarded, and at junction points. At stations where the traffic of the fast freight lines is way-billed similar books may be found for such traffic.

AGENT'S RECORD OF FREIGHT RECEIVED.

At all freight stations a record is kept of freight received. These records are differently named, such as "freight received book," "record freight received," and "freight received register." The form is nearly the same as the way-bill. At some stations a space is allowed for the consignee to receipt for the delivery of the articles; at other stations receipt is taken separately on a regular receipt form. At every station receiving freight there should be found a record of this kind, which should contain complete description of all freight received at that station.

For the lake lines a form similar to the one used for freight forwarded is in use for recording the freight received.

Separate freight received records are kept for the fast freight lines.

Reference to these records would show whether the freight charges were accurately stated at point of delivery of the goods, and whether the expense bill for payment of freight charges by shipper or consignee was correctly made.

AGENT'S REPORT OF FREIGHT FORWARDED.

Agents at stations forwarding freight are required to make a report daily to the auditor's office. This report is an abstract of the way-bill, dealing particularly with the money items, and by many companies is called "agent's abstract report of freight forwarded." Upon this blank each way-bill must be reported separately, and a clear impression or written copy of every waybill must accompany the report. This report and the way-bills are used in the auditor's office to charge against the other stations the amount of freight consigned to each station, and are otherwise used for the purpose of compilation of the tonnage and earnings.

Some roads make a distinction in the abstract report made to the auditor by using separate blanks for their local traffic and another form for freight received from other roads; these latter blanks are usually used at the junction points and show more detail as to each shipment. For example, if a report of passing freight was made at a junction point of the New York Central road it would show all of the freight passing on to the New York Central road for each twenty-four hours. This report would show where the traffic originated, to what point it was destined, the date of the way-bill, car initials and number, the character of freight, weight, proportion of earnings which would accrue to the New York Central road, the advance charges, and the total charges to be collected. If freight is way-billed through from Chicago to Boston consigned to the New York Central, when that freight reached Buffalo and was forwarded east the agent at Buffalo would make a report upon the blank last referred to, showing the date it passed east from Buffalo, and other details with respect to charges, etc.

This report, in connection with copies of way-bills and agent's record, should show that all traffic moved had been correctly reported to the accounting office.

AGENT'S REPORT OF FREIGHT RECEIVED.

This form is used by agents to report to the auditor all freight received at their stations. The form for local business is the same as "agent's report of freight forwarded." For the through or line business the agents at junction points are required to make a report of all traffic received at their stations destined to points beyond. When a shipment passing from Chicago to Boston via Buffalo and Albany is made,

the agent of the New York Central and Hudson River Railroad at Albany would be required to report to the auditor of that road the arrival of the freight at his station and delivery to connecting road. This form shows point of origin and destination, the date it passed the junction point, the weight, the earnings of the road making the report, as well as the other charges making up the through charges to destination. Agents at junction points are required to make to the auditor a full report of all freights received at and forwarded from their station, as well as to report separately freight passing through their station received from or delivered to connecting lines. This is the custom of the New York Central and Hudson River Railroad. It is not understood, however, that many roads require agents at junction points to make an abstract report of freight passing such stations. With other companies similar information is obtained from the impression copies of the way-bills which it is understood are furnished all roads parties to a route over which freight is passing on a through way-bill.

A similar form of report which agents are required to make to the accounting officers is for traffic upon which the charges are adjusted through the general officers of the company. For example, it is the custom with many of the eastern roads to settle with the large coal companies once a month, or at other stated periods, for the freight charges upon traffic carried. One road receives coal from large shippers located on its line, and its agents are instructed to way-bill such traffic as prepaid. The freight is so way-billed and forwarded, and the agents forward to the auditor's office on a blank specially prepared a report showing the weight and charges on coal shipped from their station, giving the date, the point to which shipped, weight, rate, and amount of charges. It is understood that with these large shippers an open account is kept in the general offices of the railroads, and settlements are made at stated periods. The agent's account for the money which would apparently be in his possession by the prepayment of such freight is adjusted in the accounts of the general office. Another road handles its ice traffic in the same manner. The payment of freight charges on both coal and ice traffic is made by the shipper, as these commodities are sold "delivered." No special reports of this freight are required from the agent after it is received; it is simply reported with other freight and the earnings reported as prepaid.

OVER-SHORT-AND-DAMAGE REPORTS.

When freight is received at a station, and it appears that the articles do not correspond with the way-bill, that is, if anything is lost or damaged, or if there is any more of one article than the way-bill calls for, it is the custom to make what is termed an "over-short-and-damage report." The form of this report is so constructed as to show the station at which the freight is received, the train bringing the freight to the station, the condition of the car when received—whether locked or unlocked—and to show the difference in the articles as manifested and as actually received. If the shipment is not received as billed the agent is required to fill out one of these reports and forward it to the freight claim department; also to the agent at the forwarding station. The form requires that he shall state regarding such shipments what the condition of the car was when received at his station, whether the marks of the freight were plain; if damaged, what was his estimate of the amount of damage; whether anything was loaded against or on the freight damaged; what he would state as his reason for the "over," "short," or "damage," and other particulars concerning the condition of the freight. The copy of the report sent to the forwarding agent requires the answering of several questions which will show the condition of the freight when received at the station to be forwarded. When these are written in the agent at the forwarding station is required to send the copy of the report to the freight claim department.

The freight claim department therefore has full knowledge of the condition of the freight when received for shipment at the forwarding station and when delivered at *destination*. All agents being required to report to the claim department freight

which may be "over short or damaged" at their station, the claim department is at once able to forward to proper destination any freight which may have been left at neighboring stations through error, or from other causes. If the report of "over freight" from the various stations will not account for the freight reported "short," it is concluded that the freight missing must have passed on to the line of some connection. By this system of reporting, freight which has gone astray is readily found. The question of loss to shippers on freight which is not found, and the amount of damages to be allowed for freight so reported, is a matter of subsequent investigation and adjustment. Freight received at a station which does not belong there is at once forwarded to the proper destination if known, but if there is any doubt as to where it belongs the agent is instructed to keep it until he receives orders to forward it to some other station. Regular forms are provided for this purpose, and when necessary are sent to the station agent from the general offices of the company, ordering the movement of the freight to some other station. This is his authority for so doing, and he reports the movement to the general office accordingly. When freight is lost and not found by an "over" report, a tracer is sent out as below described.

TRACERS.

It is the custom, where freight is reported by station agents as being short, for the general office—usually the claim department—to send out what is called a "tracer." The heading on a tracer sheet reads as follows:

Freight agents at stations named below will make careful search through their freight house and report promptly hereon whether they find any freight unclaimed with or without mark, answering the following description.

The blank then provides for the description of the shipment. This form is first sent to the station at which the freight was received for shipment. Space is provided for the agent to state whether the freight is at his station or not; if in the negative, it is then passed to the next station, and so on until it reaches the end of the road. With the tracer is sent a copy of the way-bill showing the initial and number of the car in which the freight started. If the tracer fails to locate the property at any of the stations on the line of the first carrier the papers are referred to the connecting road to which the freight was understood to have been transferred, and a similar tracer is forwarded until the goods are traced to their destination. A regular form of tracer is used between connecting roads to show the date of the transfer of goods, and further particulars regarding the shipment.

A book is also kept in the claim department containing a description of the shipments for which tracers have been made, the date the tracer was started, and result of tracing—whether the goods were found, if not, how the matter was adjusted.

CORRECTION SHEETS.

When an agent at a receiving station discovers an error in the waybills of freight received, a "correction sheet" is made and forwarded to the agent at the billing point, and a copy is also sent to the auditor. In the same manner if the agent at a forwarding station discovers after the freight has been way-billed that there was an error in the rate or computation of the earnings, he at once makes a "correction sheet" and forwards the same to the agent at destination, and a copy to the auditor.

When the reports of agents for freight forwarded and freight received reach the auditor's office they are examined, and if errors of any kind are found by the auditor's office, a "correction sheet" is made and copy of same is forwarded to the agent at starting point and to the agent at destination, and their records are adjusted accordingly.

If corrections are made upon through billing it is the custom also to send corrections to the agents of connecting roads to which traffic was delivered, so that the proper charges may be collected at destination. If the traffic is covered by a fast freight-line way-bill it is also necessary to advise the counting office of the fast freight line of any changes necessary in such billing.

UNDER-AND-OVER-CHARGE REPORT.

At many of the large stations the errors made in the billing frequently aggregate large sums. Where these errors affect the amount of charges to be collected they are adjusted before the freight is delivered. This may not always be possible, and an account is kept which is termed an "under-and-over-charge account," and at the end of each month the agents are required to make a report of such "under-and-over-charges," showing the difference which may appear as a debit or credit to their accounts. If an agent from this cause becomes indebted to the company, and such indebtedness can not be otherwise adjusted, a voucher is passed for the purpose of balancing the account, such voucher being termed "re-imbursement voucher," and record of the same may be found in the auditor's office.

FREIGHT EXPENSE BILL.

When freight is received at a station the agent makes what is termed an "expense bill." This gives a description of the consignment, and should correspond with the way-bill and agent's record of freight received, showing the weight, rate, and amount of charges to be collected. When the freight is delivered the charges shown by the "expense bill" should be paid by consignee, who retains the "expense bill" as a receipt for the payment of the charges. The "expense bill" is required by the railroads to be produced to show what payment was made by consignee in case of any subsequent claim or controversy as to rates, or other questions arising in connection with a shipment.

MEMORANDUM AGREEMENT.

It is the custom to require the prepayment of freight charges on all perishable property. Sometimes this practice is waived by the railroad companies, and when it is the shipper gives a guaranty that if the freight charges are not paid by the consignee at destination they will be paid by the shipper. A regular form is used by the railroads for this guaranty.

RELEASE.

Certain articles of freight, as specified by the classification governing, will not be shipped unless a "release" from all damage in the transportation of such articles is given by the shipper. For this purpose a regular form is used, and when signed by the shipper "releases" the railroad from certain liabilitiec.

LIVE-STOCK CONTRACT.

For all shipments of live-stock most roads have a form of contract which states certain conditions under which live-stock will be transported. The value of the live-stock is stipulated in the case of injury; it also states that the shipper is to load, feed, and water stock, and contains rules regarding the passing of men in charge of live-stock.

MISCELLANEOUS BLANKS.

At some stations a form of receipt is used to be signed by consignee for the delivery of the goods; there are also books for this purpose.

At the larger stations when freight is received it is the custom to notify the consignee, by postal card or otherwise, of the arrival of his goods. In New York, where the delivery of the freight is to be completed by lighter, it is the custom to notify the consignee that goods are ready for delivery and will be transferred to the depots of the road receiving same unless the consignee notifies the road that delivery is preferred at some other point within the lighterage limits.

Most of the trunk roads at New York have consigned to them direct from foreign ports traffic for shipment to interior points in the United States. Such traffic is termed "Foreign Freight," and separate reports are made by agents at forwarding *stations of* such freight. Forms are specially provided for this purpose.

ACCOUNTS AT JUNCTION POINTS.

The process of passing or transferring freight from one road to another at junction points is governed by the character and volume of business at such points. Buffalo is a large junction point as well as a large local station. Freight is transferred at that point between several railroads, between the railroads and the lines operating on the lakes, and between the canal and the lake lines. The methods for the expeditious movement of through freight at Buffalo are under the general supervision of what is called the "Buffalo local committee," composed of agents of the different roads connecting at Buffalo, under the direction of the Central Traffic Association. Similar committees have supervision of the business at other important junction points.

Nearly all of the eastern roads delivering freight to western roads have yards adjoining those of their connections, so that for solid car-load freight the actual transfer is made simply by the change of engine and crews. In the vicinity of Buffalo are Black Rock and Suspension Bridge, both terminal points of the eastern and western roads. In order to connect with the western roads which have their freight terminus at either of these points, the eastern roads will way-bill their freight to the point necessary to make the direct connection. For example, if freight from the east is routed via the Lake Shore road from Buffalo, it would be way-billed by the eastern road to Buffalo; if the same eastern road had freight for the Grand Trunk Railway, it would be way-billed to Suspension Bridge; if for delivery to the lake lines, it would be way-billed to the particular local station in Buffalo nearest the wharves of the connecting lake line. Traffic coming east is way-billed to the point near Buffalo at which direct connection is made with the eastern road over which the freight is consigned. Grain from the lake lines passes into the elevators and then to the cars. The live-stock traffic coming eastward is all way-billed to the stock-yards at East Buffalo. All of the railroads entering Buffalo have trackage arrangements by which they can reach the stock-yards, and if the stock is unloaded for any reason from the cars of the western roads they can be reloaded at the stock-yards into the cars of the road over which they are consigned.

For freight passing West on a through way-bill no new way-bill would be made at Buffalo; the original bill or running card would pass Buffalo with the freight. For such freight the agent at Buffalo would record its arrival upon "Agent's Record of Freight Received," designating it as passing through, and a corresponding report would be made to the auditor of each day's business. A form of receipt, which is called by some a "Transfer Slip," or a "Transfer Way-bill," would be made by the agent of the eastern road, giving a description of the goods, way-bills, etc., and signed by the agent of the connecting road forwarding the freight. At some stations a book is kept for this purpose. At other stations an order is given to the yard master in charge of switching that certain cars are ready for delivery to a connecting road. When the switching is done a receipt is signed, which becomes the agent's receipt for the delivery of the cars to the connecting road. A record of some sort may be found at junction points showing delivery of all freight to or received from connections.

When freight is way-billed through, and is moving under a "running card" or "loaded car ticket," such car-ticket moves with the freight to junction point. Upon the backs of these car tickets is a space which is required to be filled up by the freight-train conductors, showing the movement of the cars. It is therefore an easy matter to trace the actual movement of all traffic which may be covered by a through way-bill, and to ascertain the exact time it reached and left a junction point, as the running cards may be found on file in the auditor's office.

The manner of unloading package freight at junction points depends entirely upon the character of the freight and the quantity. When loading mixed car-loads at the eastern cities for western points an attempt is made to keep together all freight for common destinations, in order to avoid the reloading at the junction point. West

of Buffalo there are a great many points which are called "Through Billing Points," principally the cities and the larger towns, and freight destined for smaller towns throughout the western States is way-billed through and loaded in cars for the larger points to which there is generally sufficient freight to make a car-load. Package freight destined for points beyond Buffalo which are not through billing points would be transferred to the proper connecting road at Buffalo. The manner in which these transfers are actually made varies, owing to the arrangements which may be made between the local agents at Buffalo, such arrangements being usually with a view to make the labor as light as possible, and facilitate the quick movement of freight. Thus, if the New York Central road had package freight in several cars arriving at Buffalo, and that freight occupied the greater portion of several cars, all such cars might be switched to the station of the connecting road; or if there was sufficient freight in several cars of the New York Central road consigned to the Lake Shore road, such freight would be concentrated into one car and the car turned over to the Lake Shore road.

The accounting in billing offices with respect to package freight not billed through is the same as if the freight became a new shipment from Buffalo; that is, the records in the office of the New York Central Railroad would show its arrival at Buffalo, and the records of the connecting road would show it as having been forwarded from Buffalo. The agent of the New York Central and Hudson River Railroad would collect his freight from the agent of the Lake Shore road the same as from a consignee at Buffalo. At junction points, where the interchange business is large, there is usually an open money account between the agents. The New York Central agent becomes daily indebted to the agent of the Lake Shore Railroad for the charges on freight delivered by the Lake Shore agent, which would be collected by the New York Central road at destination, and, vice versa, the Lake Shore agent is indebted to the New York Central agent for the charges on freight delivered by the New York Central to the Lake Shore. When the freight is transferred, each charges or credits the other, as the case may be, and at the end of the day or week, as may be agreed, the balance is struck and money exchanged. Blanks and books are kept for this purpose.

If any question should arise with respect to a shipment of freight from the east, there would be no difficulty in tracing the actual movement and charges on such freight. The records to be referred to at the junction point are:

First. At the receiving station:

Agent's Record of Freight Received.

The Transfer Slip, the Transfer Way-bill, or the Receipt-Book, showing the receipt by the agent of connecting road for such freight.

The Agent's Report to Auditor of Passing Freight.

Second. At the forwarding station of the connecting road.

Agent's Report of Freight Forwarded.

And to further prove the movement of a particular car there should also be found the report of the agent to the car record office, showing the departure of the car by number.

If the freight was covered by a through line bill of one of the fast freight lines, and this fact being known, the same reports should be referred to as made by the agents upon the blanks of the particular fast freight line by which the shipment was made.

For freight received at Buffalo by the agent of the New York Central road intended for delivery to the lake lines, the New York Central agents keep the same records and make the same reports as for freight delivered to connecting roads. Solid car-loads of freight may be delivered to the wharves of the lake lines and the freight is then transferred to the boats and new way-bills are made.

Grain from the lake lines destined east, passing into the elevators, is entered upon the records at the elevators and settlements made with the vessels; these settlements

embrace the charges for freight, elevation, shoveling and shortage, regular blanks being used for this purpose.

The Association of American Railway Accountants are now considering the subject of through billing, and as this will necessitate changes of accounts at junction points, an effort will be made to keep informed as to the introduction of new methods of accounting at such points.

CLAIMS AND VOUCHERS.

The general freight office or the claim department, which is under the supervision of the general freight agent, is constantly in receipt of claims presented by shippers for a refund of freight charges arising from loss or damage or from over charges due to errors in rates or weights. It is the duty of the claim department to examine and adjust such claims. When a shipper has a claim against a railroad company it is usually presented to the agent of the company where the freight was delivered, or to the general freight agent of the company. Before such claims will receive the attention of the claim department, it is the custom to require the claim to be accompanied by a copy of the bill of lading, the expense bill, and all other papers fully explaining the nature of the overcharge. Record of the claim is then made in the office of the claim department, in a book called the "claim register." The matter is then investigated and if it is found that the claim is one which is entitled to a refund a voucher is drawn for the amount due. Before the voucher can be finally settled it must be approved by the officer in charge of the claim department, the general freight agent, the general manager, or other official assigned that duty. As the auditor of the road keeps a record of all expenditures, vouchers or claims before paid pass through his office, where a record is made of them in what is termed the "voucher record book," which shows a synoposis of the claim, in whose favor the voucher is drawn, amount, etc.; the vouchers are then by him approved.

With some roads the vouchers for the payment of claims are approved by only one or two officials, while with others they pass through the hands of several. One road has what is termed an "auditing committee." After vouchers have been approved by the claim and freight departments of this road they are placed before the auditing committee, which is composed of the president, vice-president, and general manager. Claims of every nature requiring the payment of money are approved by this committee before paid. They are then forwarded to the treasurer's office, where a record is made of them in a book entitled "register of paid vouchers," and a check is drawn for the amount. It is the custom of the same road to pay every claim by check, so that with respect to all claims and settlements with shippers or roads a record is to be found in the check-book.

With other roads the vouchers for claims are made in the general freight agent's office, and sent to the office of the auditor of disbursements for approval; a record is then made of them, and the vouchers are sent to the treasurer's office for payment. For advertising on account of passenger business voucher for the expense would be made by the general passenger agent, approved by him and the auditor, and sent to the treasurer for payment. For supplies the vouchers are generally accompanied by the bill and drawn by the officer in charge of the department making the purchase.

Another road uses what is called a "bill," which is required to be filled out by parties having any claims for settlement with the company. These bills are made out and with them also a voucher; both are filled in, giving in detail a description of the claim, and in the case of a purchase the description of the articles and the amount. When the bill has been accepted and the voucher properly approved by the officials of the various departments, according to the character of the bill, the voucher is forwarded to the party in whose favor it is made. The voucher itself is a draft upon a National Bank, and when presented at the bank properly signed will be paid. In the office of the auditor of disbursements is retained the original copy of all bills from which the vouchers are made. These bills are filed in a systematic

order. There is also kept a book called a "register of vouchers," which shows the date of the voucher, in whose favor it is made, the amount, and a reference number to the original bill which shows all details connected with it. All vouchers presented at the bank for payment are retained by the bank and at stated periods returned to the treasurer's office and passed to the auditor of disbursements, who then makes record upon the "voucher register" to the effect that they have been paid; so that it is possible for the auditor of disbursements to determine at any time what vouchers remain outstanding unpaid, and records of all payments of whatever nature made by this road is to be found in the same office.

With all roads a record of vouchers drawn and approved should be found both in the office of the general freight agent or claim department, and in the office of the auditor, and the books containing these records are usually called "voucher register," or "voucher record book." There should also be found in the treasurer's office a record of every voucher paid.

When a shipment is made under a fast freight line billing, claims are frequently made direct upon the fast freight line offices. The methods of these offices in handling and approving the claims are practically the same as those of the railroads. After they have been approved they are paid direct from the offices of the fast freight lines. At the end of the month, when an accounting is had between the railroads and the fast freight lines for the adjustment of earnings, etc., all claims paid by the fast freight lines are charged against the roads over which the freight passed, upon the same basis upon which the earnings would be divided. The vouchers of all claims for overcharge, loss, or damage are submitted to the freight agents of the different roads for approval, and are then passed upon at a monthly meeting and the payments audited and approved by the persons representing the different roads members of the line.

With some roads the form of voucher is alike for all expenditures; the particulars in each case are required to be written in. With other roads a separate form is made for each class of regular payments; one road has the following forms:

General form for miscellaneous expenditures.
Form for loss or damage to freight.
Form for claims for personal injury, or damage to property.
Forms for claims for overcharge.
Form for payment of car mileage.

Owing to the long time which is necessary for the examination and approval of claims, six months or a year frequently elapse after the presentation of a claim legitimately made for an overcharge before payment is made. This is suggested as a difficulty which would be encountered in an effort to ascertain whether at any subsequent time a repayment had been made in connection with any particular shipment. The record of the voucher for such purpose is not necessarily connected with the record of the original payment of the freight charges. The voucher record, however, would show the date of shipment and other particulars in connection with the billing, and should also fully explain what the payment covers. The nature of the payment being to some extent known there should be no difficulty in ascertaining from the records of the auditor's and treasurer's office full particulars of all payments.

CAR MILEAGE.

In the transportation department of most roads is a subdivision known as the "car record office," where there is kept a record of the daily movement of all cars on the line of the road. These records are made up from the reports furnished by conductors of freight trains, and agents at freight stations. Conductors of freight trains are required to report the movement of all cars in their train, showing from what station they were taken, and at what station left. The agents at stations are required to *report daily* the number of cars received and forwarded from their stations. From *these* reports the car record office has knowledge of the location and movement of

every car on the line. The reports made by conductors of the movement of cars are used as the basis for computing the mileage run by each car. A book is kept in the car record office into which is entered on the first of the month the name or number of the station at which each car is located. When a car is moved the conductor reports its movement and an entry is made in the book referred to accordingly. This book being divided into spaces for an equal number of days of the month will show that on a certain day a car was at one station and that on a later day it was at another station, and so on, showing it at different stations as often as so reported until it had passed off the road. At the end of the month the mileage between the various stations between which it was shown the car had passed is computed, and the total mileage run by each car is obtained.

The records are arranged so that the cars of each road are recorded separately, and at the end of the month the mileage of each car is computed as well as the total mileage run by all cars of each road. The report of the mileage of cars is made in the name of the owner of the car, whether it be a railroad, private car company, or an individual. For cars in the fast freight line service, which are contributed by various railroads and owned by such roads, the mileage and earnings are usually reported direct to the owners of the cars. It is known that one of the fast freight lines receives earnings for cars in the line, and in turn settles with the owners.

It is the custom at this time to pay mileage on cars on the basis of a certain rate per mile haul. For a long time past the Eastern roads had been considering the plan of charging for the use of cars at a per diem rate in addition to a small charge for mileage, such a plan, it is thought, would hasten the return of cars to owners and prevent them from being used by railroads and shippers for storage purposes, as well as to prevent roads with insufficient equipments from retaining them in their own service. This plan was given a trial by a number of roads and for some reason was discontinued, but it is not understood that it has been permanently abandoned.

Settlements for the payment of mileage accounts are usually made between railroads once a month. With roads whose debits and credits show nearly an equal amount it is understood accounts are allowed to stand until the balance becomes important in amount, when it is then paid. At the end of the month a statement is made up from the records referred to in the car record office, and by the official in charge of that office forwarded to the auditor's office for approval. With some roads a voucher for the amount due other roads is made in the car record office and passed with the statement to the auditor's office; with other roads the vouchers are made in the auditor's office from the statement furnished by the car record office, and the vouchers are passed to the treasurer's office where check is made and forwarded to each company. Another form of settling the accounts is to advise each company that certain money is due it on account of car mileage, and ask them to make a draft for that amount.

With one road bills for the payment of car service are prepared in the office of the general superintendent of transportation and are certified to as correct by that official individually. From these bills vouchers are made in the office of the auditor of disbursements and the same are approved by the comptroller. Each voucher is then forwarded to the road in whose favor it is made, and that voucher being the same as a bank check can be used accordingly. At the time the bills are prepared, and prior to the issuing of the voucher, the office of the general superintendent of transportation advises the owners of the cars of the amount of car service which is due them, and the voucher which is made up and received from the office of the auditor of disbursements should correspond with the amount shown upon the advice received from the office of the general superintendent of transportation.

The mileage earned by private car companies, or cars owned by individuals, is paid by all roads in the same manner as they pay mileage for cars owned by other railroads.

At the office of one company it was observed that it would not be a difficult matter to allot an arbitrary mileage as having been earned by the private car companies.

It appeared that the statements for the mileage are made up in the car record office, and that these statements (which are forwarded to the auditor) simply gave the names of the owners of the cars and the total number of miles their cars had run during the month, and the amount of money they had earned computed at the agreed rate per mile. It was understood that these statements as rendered from the car record office are accepted at the auditor's office as being final, and were not subject to any process of checking. It was noticed that the mileage earned by the cars of one of the large owners of refrigerator cars for one month amounted to $1,800. This amount was arrived at by multiplying by three-fourths of a cent per mile the number of miles necessary to make that amount. As there was no check upon this amount these refrigerator cars could as well have been credited with the necessary mileage to make the amount due it, $2,000, or, say, $2,500. In very few instances do owners of cars have any way of knowing the exact mileage which their cars run on other roads, except the statement of the car record office of the road using the cars. These statements are accepted as final, and it was not observed that there was any way by which either the auditor's office or the treasurer's office could verify the amounts which the car record office reported as due to other companies. A general manager or other superior officer in charge of the car department could stipulate that the mileage of private cars of certain owners should not be less than a stated number of miles each month. Under the arrangement of the road in question it would not be a difficult matter to have the views of the management met in this respect. The increase of a few hundred miles on the statement made in the car record office would easily accomplish this result, and the knowledge of it need not extend beyond the car record office.

GENERAL REMARKS.

If for any reason it became necessary to investigate the records of a railroad to ascertain the movement and charges upon any particular shipment, there should be no difficulty in readily obtaining all the records which would in any way show the billing of such freight. Taking as an illustration for this purpose a shipment from New York via the Red Line to Chicago, the following records would be referred to:

(1) The shipping receipt as issued by the agent at the New York Central forwarding station.

(2) The bill of lading.

These should show the date when the goods were delivered at the forwarding station. Knowing the date, reference would then be made to the following:

(3) Copies of the way-bills in the billing station.

(4) Agent's record of freight forwarded.

These should show a full description of the shipment, together with the weight, rate, and charges, and should also show the number and kind of car into which the freight had been loaded. Following these there should be—

(5) Report from the agent to the car record office.

This would show the number of the particular car into which the freight was loaded; also showing that the car had left the station on a certain date. There should also be found in the car record office—

(6) A report from the freight-train conductor.

The report of the freight-train conductor would show that the car in question was in his train, and that it left the station at a certain time. Allowing the usual time for the car to reach Buffalo, reference would then be made to—

(7) The Buffalo agent's record of freight received, or the Buffalo agent's record of passing freight.

Either of the above would show that the car and the freight had arrived at Buffalo. It being a solid car, it would only then be necessary to trace the movement of the car by number. Reference could then be made to—

(8) The records of copies of the transfer slip or transfer way-bill,

which would show that the car had been actually transferred to the connecting road.

(9) The agent's record of freight forwarded

of the connecting road would show the departure of the car, and such departure would also appear upon—

(10) The freight-train conductor's report of cars moving as made to the car record office of the connecting road.

At Chicago the agent of the connecting road would also report in his record of freight received this car and all the details of the shipments it contains. If the freight was consigned to a Chicago merchant there would be made out upon its arrival a notice to the consignee that his freight had arrived, and the expense bill. When the freight was delivered a receipt would be taken for such delivery, either upon a blank form or in a book provided for that purpose. The way-bill at the starting point being the original paper on which the freight is received, an examination of this in connection with the tariffs covering the same points would show whether the freight had been properly classified and correct charges on the shipment had been made.

With the records here mentioned there should be no difficulty in tracing a shipment through all the records which it may pass from point of shipment to point of destination, whether it be moved as a solid car-load or a package shipment. These records would show how the shipment was actually way-billed and what charges were collected; whether there was any subsequent reduction of these charges is a matter which would not necessarily appear on the face of the billing, and could only be ascertained from the records of the companies showing money payments, such as vouchers, claims, etc. The method of ascertaining information in this respect has been referred to under the heading of "claims and vouchers."

The information gathered at the various places visited would allow more detail to be given for the several subjects referred to; but for the purpose of this report it does not appear necessary, it being thought sufficient to indicate what records would be of service to the Commission for the purpose of being informed as to the methods of any carrier concerning its manner of shipping freight, collecting charges, etc., and performing all service connected therewith. It is thought that the various forms and the comments pertaining thereto as mentioned will give this information.

There are many other matters connected with the general subject here treated of, and to which some attention was given at the various points visited. Many of these have at different times come before the Commission, and quite full information respecting them may be found in the testimony of cases on file; they are, therefore, not here especially referred to. Some of these subjects are here mentioned, viz:

Cartage charges, switching charges, terminal charges, mileage rates on refrigerator cars and tank cars, demurrage rules, lighterage rules, milling in transit, weighing and handling live-stock, inspection and weighing bureau, underbilling, short billing, manipulation of rates, commodity tariffs, foreign bills of lading, export traffic, lake and rail traffic.

C. C. McCAIN,
Auditor.

APPENDIX 6.

INTERSTATE COMMERCE COMMISSION,
Washington, April 10, 1889.

To the ——— ———

On the 26th day of October, 1888, a circular was sent to you by the Interstate Commerce Commission, calling your attention to the provisions of an act of Congress, approved August 7, 1888, entitled "An act supplementary to the act of July 1, 1862, entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes,' and also of the act of July 2, 1864, and other acts amendatory of said first-named act," of which act a copy was also transmitted to you.

You were requested by that circular, with all reasonable promptitude, to comply with certain specified provisions of said act, by filing copies of contracts mentioned in the sixth section of the act, and also certain reports, required by the act, with the Interstate Commerce Commission.

These duties not having been complied with, you are now requested, pursuant to said act, within fifteen days from the receipt by you of this notice, to file with the Interstate Commerce Commission at its office in the city of Washington, D. C., full and complete reports upon the following subjects:

First. In what manner, and to what extent, if at all, you comply with the first section of the said act of August 7, 1888, which provides "that all railroad and telegraph companies to which the United States has granted any subsidy in lands or bonds or loan of credit for the construction of either railroad or telegraph lines, which, by the acts incorporating them, or by any act amendatory or supplementary thereto, are required to construct, maintain or operate telegraph lines, and all companies engaged in operating said railroad or telegraph lines shall forthwith and henceforward, by and through their own respective corporate officers and employés, maintain and operate, for railroad, governmental, commercial and all other purposes, telegraph lines, and exercise by themselves alone all the telegraph franchises conferred upon them and obligations assumed by them under the acts making the grants as aforesaid."

Second. Whether any telegraph company which has accepted the provisions of Title 65 of the Revised Statutes, and if so what company, has extended its line to any station or office of a telegraph line belonging to your company, and whether any telegraph company that has so extended its line has formed a connection for the prompt and convenient interchange of telegraph business between said companies; and whether you so operate your telegraph lines as to afford equal facilities *to all*, without discrimination in favor of or against any person, com-

pany or corporation whatever; and whether you receive, deliver and exchange business with connecting telegraph lines on equal terms, and affording equal facilities, and without discrimination for or against any one of such connecting lines, and on what terms such exchanges of business are made.

Third. Whether, in operating your railroad or telegraph lines, you refuse or fail, in whole or in part, to maintain and operate a telegraph line as provided in the first section of the act, for the use of the Government or the public, for commercial and other purposes, without discrimination; or whether you refuse or fail to make and continue such arrangements for the interchange of business with any connecting telegraph company.

Fourth. You are also required within the said fifteen days to file with the Commission copies of all contracts and agreements of every description existing between your company and every other person or corporation whatsoever in reference to the ownership, possession, maintenance, control, use or operation of any telegraph lines or property over or upon its rights of way.

Fifth. You are also required within the said fifteen days to file with the Commission a report describing with sufficient certainty the telegraph lines and property belonging to your company, and the manner in which the same are being used and operated by your company, and the telegraph lines and property upon its right of way in which any other person or corporation claims to have a title or interest, and setting forth the grounds of said claim, and the manner in which the said lines and property are being used and operated.

Your attention is called to a provision in the sixth section of the act, as follows:

> And if any of said railroad or telegraph companies shall refuse or fail to make such reports or any report as may be called for by said Commission, or refuse to submit its books and records for inspection, such neglect or refusal shall operate as a forfeiture, in each case of such neglect or refusal, of a sum not less than one thousand dollars nor more than five thousand dollars, to be recovered by the Attorney-General of the United States, in the name and for the use and benefit of the United States; and it shall be the duty of the Interstate Commerce Commission to inform the Attorney-General of all such cases of neglect or refusal, whose duty it shall be to proceed at once to judicially enforce the forfeitures hereinbefore provided.

EDW. A. MOSELEY,
Secretary.

APPENDIX 6*a*.

GOVERNMENT-AIDED TELEGRAPH LINES.

ANNUAL REPORT

OF

TO THE

INTERSTATE COMMERCE COMMISSION

OF THE

UNITED STATES.

For the year ending June 30, 1889.

[NOTE.—This form should be filled out and returned to the Interstate Commerce Commission by October 1, 1889. It is believed that the questions asked are sufficiently plain, so that no detailed instructions are needed. In case, however, any question is not understood, a letter of inquiry to the Interstate Commerce Commission respecting it will meet with ready response.]

HISTORY.

1. Name of company making this report?

2. Date of organization?

3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. If successor to any other company, give name of company whose franchises or rights have been acquired.

5. Date and authority for each consolidation, or of acquisition as successor of any other company.

6. If operated by another telegraph company, give name of such company.

7. If operated by a railway company, give name of such company.

ORGANIZATION.

Name of directors.	Post-office address.	Date of expiration of term.

OFFICERS.

Titles.	Name.	Location of office.

Total number of stockholders at date of last election ?

Date of last meeting of stockholders for election of directors ?

Give post-office address of general office.

OPERATING AGREEMENTS.

1. Name all the companies with which this company has agreements for the interchange of business.

2. State which of the above-mentioned agreements are in the form of written contracts, and designate the contracts by date or otherwise. State whether such agreements or contracts are filed with the Interstate Commerce Commission.

3. State the points at which the lines of this company intersect the lines of other companies with which business is not exchanged.

GOVERNMENT AID.

1. Give date of any subsidy, grant, or aid received from the Government for telegraph purposes, and state the nature and extent of the same.

2. State the nature, extent, and value, at the present time, of any property or aid acquired from the Government.

3. State the nature, extent, and value, at the present time, of property otherwise acquired than by Government subsidies.

PROPERTY OPERATED.

[Description of every working division the operations of which are included in income account.—Page 9.]

Name of line, or working division.	Terminals.		Number of miles of line.	Number of miles of wire.	Number of wires.	Wires as they are used at present time.			
	From—	To—				Joint.	Exclusive railroad.	Way commercial.	Through commercial.

CAPITAL STOCK.

Description.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Market price of shares.		Dividends declared during year.	
				June 30, 1880.	Average for year.	Rate.	Amount.
Capital stock:							
Common							
Preferred							
Total							

Manner of payment for capital stock.	Number of shares.	Total cash realized.	Date of issue.	Authority for issue.	Remarks.
Issued for cash:					
Common					
Preferred					
Issued for construction:					
Common					
Preferred					
Issued for dividends					
Issued for					
Total					

FUNDED DEBT.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Interest.			
	Dates of issue.	When due.					Rate.	When payable.	Amount accrued during year.	Amount paid during year.

RECAPITULATION AND APPORTIONMENT.

Name of line.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of line.	
					Miles.	Amount.

EARNINGS AND EXPENSES OF OPERATION.

A.—*Earnings.*

Earnings from operation.	Items.	Total.
Receipts from messages—		
Transmitted for the Government		
Transmitted for the press		
Transmitted for the railways		
Transmitted for private parties		
Transmitted for all other purposes		
Total earnings from operation		

B.—*Expenses.*

Expenses of operation.	Items.	Total.
Expended for—		
General administration		
Operation of line		
Maintenance of line		
Improvements (if charged to operating expenses)		
All other operating expenses		
Total expenses of operation		
Net income from operation		

Per cent. of operating expenses to operating income

INCOME ACCOUNT.

	Items.	Totals.
Total earnings from operation		
Less operating expenses		
Net income from operation		
Income from other sources:		
From bonds owned		
From stocks owned		
Miscellaneous		
Total from other sources		
Total income		
Deductions from income:		
Interest		
Taxes		
Rentals		
Other fixed charges		
Total deductions from income		
Net income		
Dividends per cent., Preferred Stock		
Dividends per cent., Common Stock		
Other payments from net income		
Total		
Surplus or deficit on June 30, 1888		
Surplus for year ending June 30, 1889		
Deficit for year ending June 30, 1889		

GENERAL STATEMENT.

A.—*Messages transmitted.*

Number of Messages transmitted for the Press	
Number of Messages transmitted for the Government	
Number of Messages transmitted for the Railway Service	
Number of Messages transmitted for private parties	
Number of Messages transmitted for all other purposes	
Total number of Messages transmitted	
Number of Franked or Free Messages	
Number of Messages exchanged with other companies	
(Stating the number exchanged with each company.)	

B.—*Employés.*

Rank.	Highest number employed during year.	Lowest number employed during year.	Average number employed during year.	Annual payment in salaries or wages.
General Officers				
General Office Clerks				
Operators				
Messengers				
Linemen				
All others				

C.—*Offices and instruments.*

Number of General Offices	
Number of Branch Offices	
Number of sets of Morse Instruments	
Number of sets of Other Instruments	
Number of Cells in Batteries	
Number of Dynamos	

STATE OF ——,

County of —— *ss*:

We, the undersigned, —— ——, president, and ——, of the —— company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

—— ——,

President,

(or other Chief Officer.)

—— ——,

Treasurer,

(or other Officer in charge of the Accounts.)

Subscribed and sworn to before me this ——, day of —— ——, 188 .

—— ——.

—— ——,

APPENDIX 7.

FREIGHT CLASSIFICATIONS.

At this time it may be said that there are but three freight classifications in use throughout the United States, viz:

The Official classification.

The Southern Railway and Steam-ship Association classification.

The Western classification.

The Official classification is almost exclusively used by railroads throughout the territory east of Lake Michigan, Chicago and the Mississippi River, and north of the Ohio and Potomac Rivers, to the sea-board.

The Southern Railway and Steam-ship Association classification is applied generally by roads south of the Ohio River and east of the Mississippi River to the sea-board.

The Western classification governs in the territory north and west of Chicago, west of a line drawn from Chicago to St. Louis, and west of Mississippi River, St. Louis to New Orleans.

In each of the three divisions of territory described exceptions to the principal classifications are made by State commissions and by individual roads for State or local traffic. Traffic between points in the different territories mentioned is taken at either one or the other of the leading classifications; for example, the classified traffic from the Atlantic sea-board points to the Pacific coast is carried under the Western classification; traffic from Chicago to Atlanta, Ga., is carried under the Southern Railway and Steam-ship Association classification. Exceptions are also made to each of these classifications for articles which are usually carried at commodity rates, such as coal, iron, oil, live stock, sand, grain, etc. The larger portion of the traffic from the East to the Pacific coast is forwarded under commodity rates.

In the Second Annual Report of the Commission reference is made to some of the classifications used independently of the three leading classifications. In these, as well as others not there referred to, changes have been made by which the principal classifications have taken the place of the local classification. The following statement is presented to show the extent of these changes, and also what classifications are still used in addition to the leading classifications:

IN TERRITORY COVERED BY THE OFFICIAL CLASSIFICATION.

Adirondack Railway.—The local traffic of this road between Saratoga and North Creek, New York, is covered by a local classification.

Baltimore and Ohio Railroad.—The greater part of the traffic of this road is covered by the official classification. Certain exceptions are made for local traffic where, it is claimed, they are obliged to make

lower rates on low-class freight. These rates, it is understood, are necessary to meet the rates of roads not interstate, and competition by certain water routes.

Bridgton and Saco River Railroad.—This is a short road in Maine which uses the local classification of the Maine Central Railroad, with which it connects.

Bangor and Piscataquis Railroad.—Use a local classification, but hope to adopt the official classification as soon as may be.

Boston and Maine Railroad.—Local traffic over the eastern, western, northern and Worcester, Nashua and Portland divisions is governed by a local classification. Local traffic over southern and Passumpsic divisions is governed by official classification with exceptions. Traffic in connection with the Maine Central Railroad is governed by the Maine Central Railroad classification. The official classification is applied to all through traffic in connection with roads using the official classification.

Canadian joint classification.—It is understood that a classification bearing this title is used by the Canadian Pacific Railway, the Canada and Atlantic line, Grand Trunk Railway, and other Canadian roads, for traffic passing between points in Canada; for business interchanged between points in the United States and points in Canada the official classification is applied.

Cincinnati, Washington and Baltimore Railroad.—For traffic between local points on the line of this road a local freight tariff is used differing considerably from the official classification. On all other traffic the official classification is used.

Cleveland, Lorain and Wheeling Railway.—At this time this railway uses a classification between local points on its own line differing from the official classification. Advices have been received that on January 1, 1890, the local classification will be abandoned, and that thereafter the official classification will apply to all traffic passing over this road.

Cumberland and Pennsylvania Railroad.—This is a short road in Maryland, connecting with the Baltimore and Ohio road, which uses a local classification.

Delaware and Hudson Canal Company.—This company formerly used a local classification on traffic between points in the same State. Within the last year they have abandoned the local classification and are governed entirely by the official classification.

Greenwich and Johnsonville Railroad.—This road formerly used a local classification, but its traffic is now subject to the official classification.

Illinois State Commission.—The railroad commission of the State of Illinois prescribe a classification for points in that State and it is understood that for such traffic the roads generally use that classification. It is further understood that where rates are lower when made under the official classification, that the latter is used instead of the State commission classification.

Iron Railway.—This is a short road in Ohio, using a classification of its own issue.

Knox and Lincoln Railroad.—This road is 50 miles long, located in Maine, connecting with the Maine Central Railroad, and uses a local classification.

Maine Central Railroad.—This company uses the official classification for all joint through traffic to or from points north of its western terminus at Lunenberg, Vt. On all local traffic and on all other joint traffic through billed to points on or off their western connection (the Boston and Maine Railroad) or their eastern connection (the New Brunswick Railway), they use the Maine Central classification.

New York, New Haven and Hartford Railroad; New York and New England Railroad.—The tariff which is used by these companies and by the Sound Line steamers, entitled "New York and Boston A," for traffic between New York and Boston, contains a long list of articles giving rates which are different from the official classification. The use of this tariff practically creates a different classification on such articles.

New York and Northern Railway.—This company formerly used a local classification for business between points on its own line. The local classification has recently been abandoned and the official is the only one now used.

New York, Providence and Boston Railway.—For traffic on the Providence and Worcester Division of this road a local classification is used, and for the New York and Boston traffic the tariff used by the Sound Lines is also used by this company. It is expected that the local classification referred to will soon be replaced by the official classification.

Ohio Valley Railway.—This is a short road running from Evansville, Ind., to Princeton, Ky. All local traffic has an independent classification, but is also governed by the official Western and Southern Railway and Steam-ship Association classifications.

Rumford Falls and Buckfield Railroad.—This is a short road located in Maine and formerly used a local classification, but is now governed entirely by the official classication.

Sharpsville Railroad.—This road formerly used a local tariff, but has recently arranged their tariffs so that they are now governed entirely by the official classification.

Wood River Branch Railway.—A short road located in Rhode Island; uses a local tariff and is not governed by any classification.

IN TERRITORY COVERED BY THE SOUTHERN RAILWAY AND STEAM-SHIP ASSOCIATION CLASSIFICATION.

Associated Railways of Virginia and the Carolinas.—Throughout the territory covered by these roads exceptions are made to the classification of the Southern Railway and Steam-ship Association. These exceptions are understood to be necessary to meet the requirements of the State commissions. After February 1, 1890, exceptions to the Southern Railway and Steam-ship Classification will be discontinued as far as possible.

East Tennessee, Virginia and Georgia Railway.—For traffic between stations on this line the Southern Railway and Steam-ship Association classification is applied, with certain exceptions. On traffic from Knoxville, Chattanooga to stations on the Norfolk and Western Railroad, the local classification of the latter company is used.

East Tennessee and Western North Carolina Railway.—This road is 35 miles long, situated in North Carolina, and uses a local classification for its own business.

Florida State Commission.—The railroad commission of Florida prescribe a classification to be used on local business in Florida, which, it is understood, is the same as the Southern Railway and Steam-ship Association classification, with a few modifications.

Georgia State Commission.—The railroad commission of Georgia prescribe a classification to be used by roads wholly within the State. It is understood that this classification is still in use.

Louisville and Nashville Railroad.—Formerly this company had in use upon its road a classification for traffic between its local points which was entirely different from the Southern Railway and Steam-ship Association classification. The local traffic of this company is now carried under the classification of the Southern Railway and Steam-ship Association with certain exceptions.

Louisville, New Orleans and Texas Railway.—A local classification is in use upon this road which is understood to be the Southern Railway and Steam-ship Association classification with exceptions.

Illinois Central Railroad (Southern Division).—This road formerly used the Mississippi State classification, and also what was known as the Mississippi Valley joint classification. It is now understood that the traffic is governed by the Southern Railway and Steam-ship Association classification with a few exceptions.

Mobile and Ohio Railroad.—This company formerly used the Mississippi State classification for business between points in that State; they also used a local classification south of Cairo. But these two classifications have been canceled and traffic is now covered by the Southern Railway and Steam-ship Association classification with some few exceptions.

Nashville, Chattanooga and St. Louis Railway.—This road formerly used a local classification for traffic between points on its own line. All such traffic is now covered by the Southern Railway and Steam-ship Association classification with a few exceptions.

Norfolk and Western Railroad.—It is understood that this road applies, for its local traffic, a classification different than the Southern Railway and Steam-ship Association classification.

Ohio and Big Sandy Railroad.—This is a short road in Kentucky which uses a local classification for business between its own stations.

South Carolina State Commission.—A classification is prescribed by the railroad commission of the State of South Carolina and used by railroads for traffic within the State. It is understood that this classification is practically the same as the Southern Railway and Steam-ship Association classification.

South Atlantic and Ohio Railroad.—This is a short road in Tennessee. All traffic taken at class rates is governed by the official classification.

IN TERRITORY COVERED BY THE WESTERN CLASSIFICATION.

Arizona and New Mexico Railroad.—This is a short road doing interstate business which is not governed by any classification, its traffic being composed of bullion, copper, coke, ore, etc.

Duluth, South Shore and Atlantic Railway.—A local classification was formerly in use upon this road, but has been superseded by the western classification for all traffic.

Iowa State Commission.—It is understood that the railroad commission of the State of Iowa prescribes a classification to be used between points within the State.

Missouri State Commission.—It is understood that the railroad commission of the State of Missouri prescribes a classification for traffic between points within the State. This office is informed by one road that the State classification is not used if the Western classification will make a lower rate. It is not thought that the State classification is now applied to any extent.

Mexican classification.—A classification of this title was formerly published in connection with the joint through Mexican tariff and classification applying to or from points in the Republic of Mexico and Chicago, St. Louis, New Orleans, Kansas City, Galveston, and San Francisco. This classification does not appear to be now in use; such through rates as are issued are governed by the Western classification with exceptions.

Oregon Pacific Railroad.—This is a road in Oregon 72 miles long; a local classification for its own traffic is used.

Oregonian Railway.—This is a road 100 miles long in Oregon, which uses a local classification for its own traffic.

Southern Pacific Company.—The Western classification applies to all interstate or interterritorial business on the Pacific system of this company; also between San Francisco and Los Angeles in the State of California. All other local California business is governed by the Southern Pacific local classification.

APPENDIX 8.

CANADIAN RAILWAYS.

The following statement shows the important Canadian railways, their location, connections, mileage, and the rates and the routing of traffic to and from American points.

CANADIAN PACIFIC RAILWAY.

The line of the Canadian Pacific Railway begins at the east at Mattawamkeag, Me. At this point connection is made with the Maine Central Railway over which the Canadian Pacific Railway has secured trackage rights to Vanceboro at the New Brunswick boundary, where connection is made with the railway system of the Maritime Provinces of Canada. From Mattawamkeag, Me., the line runs west through Sherbrooke, Farnham, and St. Johns, Canada, to Montreal, a distance of 327 miles. At Sherbrooke connection is made with the Quebec Central for Quebec, the Grand Trunk Railway for Portland, Me., and the Boston and Maine Railroad for Portland, Boston, and New England points and for New York. Another division runs from Quebec to Montreal, 172 miles, and from Montreal to Ottawa, 120 miles. At Quebec connection is made with the Intercolonial Railway, and at Montreal with the Grand Trunk Railway.

What is termed the "Montreal and Toronto Short Line" extends from Montreal through Smith Falls in the Province of Quebec to Toronto, 344 miles. The "Toronto, Detroit and Chicago Line" extends from Toronto to St. Thomas, Canada, 121 miles. At St. Thomas connection is made with the Canada Southern Division of the Michigan Central Railway, by which route Detroit, Toledo, and Chicago are reached. Another line extends from Toronto to Owen Sound on Georgian Bay, 122 miles. At Owen Sound connection is made with the Canadian Pacific Steam-ship Company running between Owen Sound, Sault Ste. Marie, and Port Arthur. From Sudbury, Canada, a branch extends to Sault Ste. Marie, Mich., the distance from Sudbury to Sault Ste. Marie being 183 miles, and from Montreal to Sault Ste. Marie 623 miles. At Sault Ste. Marie connection is made with lines to St. Paul, Minneapolis, and Duluth.

From Winnipeg, Manitoba, the Canadian Pacific Railway has two branches running south to the border line of Minnesota and Dakota, connecting at Gretna and Emerson, Canada, with two branches of the St. Paul, Minneapolis and Manitoba Railway, by which route connection is made for St. Paul, Minneapolis, and points south and east *thereof.*

What is termed the "Transcontinental Route" extends from Montreal, Prescott, or Brockville through Sudbury, Port Arthur, Winnipeg, to Vancouver B. C.; distance, 2,906 miles.

Mileage of Canadian Pacific Railway and connections.

		Miles.
Total mileage operated by Canadian Pacific Railway located in Canada.	4,813	
Total mileage operated by Canadian Pacific Railway located in the United States (approximately)	145	
Total mileage operated by Canadian Pacific Railway		4,958
Boston and Maine Railroad, Boston to Newport, Vt	250	
Canadian Pacific Railway, Newport, Vt., to Sault Ste. Marie	735	
Minneapolis, St. Paul and Sault Ste. Marie Railway, Sault Ste. Marie to St. Paul	494	
Through line distance, Boston to St. Paul		1,479
Boston and Maine Railroad, Boston to Newport, Vt	250	
Canadian Pacific Railway, Newport, Vt., to Vancouver	3,015	
Through line distance, Boston to Vancouver		3,265
New York, Ontario and Western Railroad, Weehawken to Ogdensburgh, (New York, Ontario and Western, 300; Rome, Watertown and Ogdensburg, 124)	424	
Canadian Pacific Railway, Prescott to Vancouver	2,819	
Through line distance, New York to Vancouver		3,243
New York, Ontario and Western Railway, Weehawken to Ogdensburgh, N. Y	424	
Canadian Pacific Railway, Prescott to Sault Ste. Marie	539	
Minneapolis, St. Paul and Sault Ste. Marie Railway, Sault Ste. Marie to St. Paul	494	
Through line distance, New York to St. Paul		1,457
New York, Ontario and Western Railway, Weehawken to Ogdensburgh, N. Y	424	
Canadian Pacific Railway, Prescott to Vancouver	2,819	
Pacific Coast Steamship Company, Vancouver to San Francisco	833	
Through line distance, New York to San Francisco		4,076

The principal route for traffic from New York City and vicinity is by way of the New York, Ontario and Western Railway, and Rome, Watertown and Ogdensburgh Railway, connecting with the Canadian Pacific Railway at Prescott and Brockville, Canada. Business to and from Philadelphia and other points in Pennsylvania is also forwarded via Prescott and Brockville. Another route for traffic from New York City is by way of the Central Vermont line of steamers to New London, Conn., thence over the Central Vermont line to Rouse's Point, N. Y., thence via the Canada Atlantic Railway to St. Polycarpe, Canada, a junction of the Canadian Pacific Railway. Traffic from Boston and other New England points is carried by the Boston and Maine Railroad (Boston and Lowell Division) to Newport, Vt., thence via the Canadian Pacific Railway through Montreal. It is understood that some traffic is carried from Baltimore to Boston via the Merchants and Miners' Steamship Company, for the Canadian Pacific Railway, to be routed from Boston, as other traffic is routed when consigned via the Canadian Pacific Railway.

From the territory indicated the Canadian Pacific Railway may receive traffic through its connection for points in Canada on its own line, and for St. Paul, Minneapolis, Duluth, and other northwestern points via Sault Ste. Marie; also for Winnipeg and Pacific coast points,

including San Francisco. The Canadian Pacific Railway terminates at Vancouver, British Columbia, at which point connection is made with steamship lines for Port Townsend, Seattle, and Portland, Wash., San Francisco, Cal,, China, and Japan. By connection with the Michigan Central Railway at St. Thomas, Canada, a route is formed to Toledo, Detroit, and Chicago and other western points; traffic is interchanged between Chicago and Canadian points over this route. It is understood that the interchange traffic via this route is confined to Canadian points, and that the Canadian Pacific does not carry traffic between Chicago and eastern points in the United States. A line is now under construction to the Detroit River, which, when finished, will give the Canadian Pacific connection with roads leading to Chicago, opening a route for the interchange of traffic between Chicago and eastern American cities.

Rates charged via Canadian Pacific Railway.—At this time an arrangement exists between the lines from the East, operating via Chicago and the Canadian Pacific Railway, regarding the rates from New York and Boston to St. Paul, Minneapolis, and other northwestern points. Under this arrangement the lines via Chicago from New York and Boston charge the following rates to St. Paul, Minneapolis, etc., viz: Class 1, $1.15; class 2, $1; class 3, 80 cents: class 4, 56 cents; class 5, 48 cents; class 6, 40 cents.

The rates to the same points when the traffic is carried via the Canadian Pacific Railway, are: Class 1, $1.05; class 2, 92 cents; class 3, 74 cents; class 4, 52 cents; class 5, 44 cents; class 6, 37 cents.

The Canadian Pacific Railway is a member of the Transcontinental Association, which association establishes the rates in connection with Eastern lines from Atlantic sea-board points and interior points east of the Missouri River to and from the Pacific coast. Under the present arrangement rates are charged on classified merchandise as shown in the following table:

TRANSCONTINENTAL RATES.

STATEMENT SHOWING THE CLASS RATES CHARGED BETWEEN PACIFIC COAST TERMINAL AND INTERMEDIATE POINTS AND POINTS NAMED.

[Rates in cents per hundred pounds.]

Between Pacific coast terminals and intermediate points and—	Classes.									
	1.	2.	3.	4.	5.	A.	B.	C.	D.	E.
Missouri River common points, Sioux City, Iowa, Kansas City, Mo., inclusive; also St. Paul, Minneapolis, Duluth, Minn.; West Superior, Wis., and Galveston, Houston, Tex	$3.50	$3.00	$2.50	$2.00	$1.75	$1.75	$1.55	$1.25	$1.10	$1.00
Mississippi River common points, Dubuque, Iowa, to New Orleans, La	3.70	3.20	2.60	2.05	1.80	1.82	1.63	1.30	1.15	1.05
Chicago, Milwaukee and common points	3.90	3.40	2.70	2.10	1.85	1.90	1.70	1.35	1.20	1.10
Cincinnati, Detroit and common points	3.95	3.45	2.75	2.15	1.90	1.95	1.75	1.40	1.25	1.15
Pittsburgh, Buffalo, and common points	4.00	3.50	2.80	2.20	1.95	1.95	1.75	1.40	1.25	1.15
New York, Boston, Philadelphia, Baltimore and *points common* with each	4.20	3.70	2.95	2.30	2.00	2.00	1.80	1.45	1.30	1.20

The rates between San Francisco only and points named below, via the Canadian Pacific Railway, will be the following differentials in cents per 100 pounds, less than the through rates shown above.

Between San Francisco and—	1	2	3	4	5	A.	B.	C.	D.	E.
St. Paul and Minneapolis	25	22	20	20	20	8	8	7	3	3
Chicago, Milwaukee, and common points	27½	24½	22	20	20	8	8	7	3	3
Cincinnati, Detroit, and common points	32	27	24	22	22	9	9	7	3	3
Pittsburgh, Buffalo, and common points	32	29	25	24	24	10½	10½	8	7	3
New York, Boston, Philadelphia, Baltimore, and points common with each	38	34	27	24	24	12	12	8	8	3

The above are rates for freight carried under the Western classification, which is applied to all freight moving except as a special commodity rate.

For articles carried under commodity rates differential rates are also allowed the Canadian Pacific Railway.

It will be observed from the foregoing table that when traffic to or from San Francisco to or from the various grouped points given is routed via the Canadian Pacific Railway a less charge is made than when forwarded via the all-rail all-American transcontinental routes. The charges via the Canadian Pacific are at stated differentials less than via the other lines. This, however, applies only to San Francisco traffic. It will also be noticed that the differential is allowed the Canadian Pacific on business to or from St. Paul and Minneapolis and not on business to or from the Missouri River common points or Mississippi River points. It is understood that under certain arrangements, by which the Canadian Pacific Railway became a member of the Transcontinental Association, they would not compete for traffic to or from the Missouri River points, such as Kansas City, Mo., Sioux City, Iowa, etc., or to or from the Mississippi River common points, Dubuque, Iowa, to New Orleans, La., inclusive, except at the same rates charged by the all American lines. As stated, the differentials allowed the Canadian Pacific Railway apply on business to or from San Francisco only. From other Pacific coast points which are covered by the rates of the Transcontinental Association, the Canadian Pacific Railway for such traffic as it may secure charges the same rates as do the other transcontinental routes. For example, the Canadian Pacific charge to or from Tacoma or Seattle, Washington, the same rates as do the other transcontinental lines from San Francisco and from Los Angeles, Cal.

It is understood that the usual route for traffic over the Canadian Pacific Railway between the Pacific coast points and American points, such as St. Paul, Minneapolis, Chicago, Milwaukee and common points, Cincinnati, etc., and common points, is via Winnipeg, Manitoba, and from that point passing over the St. Paul, Minneapolis and Manitoba Railway to St. Paul and thence to Chicago via any of the various routes from St. Paul, connecting with the eastern lines at Chicago. Traffic to or from the eastern grouped points could be carried either via Winnipeg and Chicago, or via the eastern connections of the Canadian Pacific Railway at Brockville, Prescott, St. Polycarpe, Canada, or Newport, Vt.

CANADA SOUTHERN DIVISION, MICHIGAN CENTRAL RAILROAD.

A part of the line of the Michigan Central Railroad is located in Canada and extends from the Niagara frontier to Detroit. Connections are made at Buffalo and Suspension Bridge, N. Y., with eastern roads, and at Windsor, Canada, and Detroit, Mich., with the Michigan Central Railroad proper, and with other roads. The Michigan Central Railroad competes with other through lines for traffic passing between the Atlantic sea-board and western points, and such through traffic as it may receive passes over the Canada Southern Division. The mileage of the Canada Southern Division is about 385 miles. The portion of this line between St. Thomas and Detroit forms part of the route for traffic between Chicago and eastern Canadian points on the Canadian Pacific Railway.

GRAND TRUNK RAILWAY AND CONNECTIONS.

The line of the Grand Trunk Railway of Canada extends from Portland, Me., through Montreal and Toronto to Point Edward, Canada. The line in the East also extends to Quebec. There are also lines from Buffalo and Suspension Bridge to Point Edward and Windsor, Canada. At Point Edward connection is made with the Chicago and Grand Trunk Railway for Chicago and at Detroit (Windsor, Canada,) with the Wabash Railway for Chicago. At Detroit connection is also made with the Detroit, Grand Haven and Milwaukee Railway running to Grand Haven on Lake Michigan, where connection is made for Milwaukee by steamer.

From Boston and New England points traffic reaches the Grand Trunk Railway over American roads, and from New York and vicinity traffic is forwarded to the Grand Trunk Railway at the Niagara frontier by the various trunk lines.

Various fast freight lines operate over the Grand Trunk Railway and in connection with Eastern and Western American lines form through routes for traffic from the sea-board to western points. From Portland, Me., the Grand Trunk Railway has its own line practically to Chicago and Milwaukee. From Boston and New York the fast freight lines operating over the Eastern roads deliver traffic to the Grand Trunk Railway at Montreal, Canada, Buffalo, and Suspension Bridge. By the various through routes thus established the Grand Trunk Railway can compete for nearly the same traffic in the East as do the all-American lines. The principal points to which traffic is carried from eastern cities via the Grand Trunk route are Detroit, Chicago, Milwaukee, and points in the North and West through those cities. Traffic coming east is delivered to the Grand Trunk Railway by its connection, the Chicago and Grand Trunk Railway, which receives traffic for the East at Chicago from the West and North through its connections. The dressed-beef traffic of the Chicago and Grand Trunk is a very important item from Chicago, the Chicago and Grand Trunk carrying considerably the larger portion thereof.

The various fast freight line organizations operating over the Grand Trunk Railway are as follows:

NATIONAL DISPATCH FAST FREIGHT LINE.

The National Dispatch Line operates from Boston over the Fitchburgh, *Central* Vermont, Grand Trunk, and Chicago and Grand Trunk Rail-

ways. Traffic from Boston to Chicago is routed via these railways; traffic from Boston to Milwaukee is carried over the Detroit, Grand Haven and Milwaukee road from Detroit, and thence transferred by steamer at Grand Haven, Mich., across the lake. The National Dispatch may secure traffic from Boston and New England points and forward the same over the route mentioned when destined for Chicago and Milwaukee. Traffic for other western points is forwarded over the route indicated to Chicago or Detroit, at which points it is delivered to other roads according to its destination.

COMMERCIAL EXPRESS FAST FREIGHT LINE.

The Commercial Express Fast Freight Line operates from Boston over the Fitchburgh Railroad, Delaware and Hudson Canal Company's Railroad, New York, Lake Erie and Western Railway, Grand Trunk Railway, and Chicago and Grand Trunk Railway. Traffic for Chicago is taken by this route. Business for Milwaukee passes over the same lines to Detroit and is there delivered to the Flint and Pere Marquette Railroad and by it carried to Ludington, Mich., and there transferred to steamers on the lake.

The Commercial Express Fast Freight Line also operates from New York, the route being over the New York, Lake Erie and Western Railway to the Niagara frontier, and thence via Grand Trunk and Chicago and Grand Trunk Railways. This line also operates from Philadelphia and Baltimore, the Grand Trunk receiving the traffic from the Eastern lines at the Niagara frontier.

By this fast freight line traffic may be forwarded from eastern points to Chicago and Milwaukee over the Grand Trunk Railway; also to western points beyond Detroit and Chicago.

GREAT EASTERN FAST FREIGHT LINE.

Another fast freight line, known as "The Great Eastern Line," operates from New York over the Delaware, Lackawanna and Western Railway, delivering its business to the Grand Trunk at the Niagara frontier, which in turn delivers it to the Chicago and Grand Trunk for Chicago and western points either across the lake or through Chicago. The Great Eastern Line also operates from Boston, the route being over the Fitchburgh Railroad, the Central Vermont Railroad, the Grand Trunk Railway, and Chicago and Grand Trunk Railway. This line also operates from Philadelphia via the Philadelphia and Reading Railroad and Delaware, Lackawanna and Western Railway to the Niagara frontier, thence via the Grand Trunk and its connection to Chicago. By this line traffic may be forwarded from the East over the Grand Trunk Railway to Detroit, Chicago, Milwaukee, and other western points.

HOOSAC TUNNEL FAST FREIGHT LINE.

This line operates from New York over the West Shore Railroad delivering its traffic at the Niagara frontier to the Grand Trunk for Detroit and points west and northwest. This line also operates from Boston over the Fitchburgh Railroad, Delaware and Hudson Canal Company, the West Shore to the Niagara frontier, and thence via the Grand Trunk Railway.

By this line as well as the other fast freight lines mentioned traffic may be forwarded from the east over the Grand Trunk Railway to points in the west.

The foregoing indicates the general routes of the Grand Trunk Railway for traffic between eastern and western points. During the season of navigation there are other routes as follows:

Traffic from New York is carried via water to New London, Conn., thence via the Central Vermont line to Ogdensburgh, N. Y., thence via lake to Toronto, Canada, by rail from Toronto to Collingwood, Canada, on Georgian Bay, and again by the lakes to Chicago or Milwaukee.

Traffic from Boston and New England is carried by all-rail to Ogdensburgh, N. Y., and from that point is routed by the lakes via Toronto and Collingwood. By another route traffic is given to the lake lines at Sarnia, Canada, and from Sarnia forwarded via the lakes to Chicago, Milwaukee, and western points.

Traffic originating at Milwaukee, Chicago or Detroit, or received at those points from western lines may be routed to eastern points by the routes indicated for the various freight lines mentioned.

Mileage of the Grand Trunk Railway.

	Miles.
Total mileage operated by Grand Trunk Railway located in Canada	3,127
Total mileage operated by Grand Trunk Railway located in the United States.	360
Total mileage operated by Grand Trunk Railway	3,487
Grand Trunk Railway, Portland, Me., to Port Huron, Mich	801
Chicago and Grand Trunk Railway, Port Huron to Chicago	335
Through line distance, Portland, Me., to Chicago	1,136
Fitchburg and Central Vermont Railways, Boston to Montreal	337
Grand Trunk Railway, Montreal to Port Huron, Mich	504
Chicago and Grand Trunk Railway, Port Huron to Chicago	335
Through line distance, Boston to Chicago	1,176
Fitchburg Railroad, Boston to Rotterdam Junction, N. Y.	212
West Shore Railroad, Rotterdam Junction to Buffalo	268
New York, Chicago and St. Louis Railway, Buffalo to Chicago	523
Shortest distance by all-American lines	1,003
Grand Trunk Railway, Montreal to Port Huron, Mich	504
Chicago and Grand Trunk Railway, Port Huron to Chicago	335
Through line distance, Montreal to Chicago	839
Fitchburgh Railroad, Boston to Rotterdam Junction, N. Y.	212
West Shore Railroad, Rotterdam Junction to Buffalo	268
Grand Trunk Railway, Buffalo to Port Huron, Mich	198
Chicago and Grand Trunk Railway, Port Huron to Chicago	335
Through line distance, Boston to Chicago via Buffalo	1,013
Distance by the shortest all-American lines	1,003
Grand Trunk Railway, Buffalo to Port Huron, Mich	198
Chicago and Grand Trunk Railway, Port Huron to Chicago	335
Through line distance, Buffalo to Chicago	533
Distance by the shortest American line	523
New York, Lake Erie and Western Railway, New York to Buffalo	423
Grand Trunk Railway, Buffalo to Port Huron, Mich	198
Chicago and Grand Trunk Railway, Port Huron to Chicago	335
Through line distance, New York to Chicago via Buffalo	956
Distance by shortest all-American line	912

CANADA ATLANTIC RAILWAY.

This roads extends from Ottawa to Lacolle Junction, Canada, a distance of 128 miles. At Lacolle Junction connection is made with the Grand Trunk Railway for Rouse's Point, N. Y., and with the Delware and Hudson Canal Company, and the Central Vermont Railway. At Coteau, Canada, connection is made with the Grand Trunk for Montreal. At Coteau Landing the St. Lawrence River is crossed. At St. Polycarpe Junction, Canada, connection is made with the Canadian Pacific Railway; also at Ottawa. This road forms part of a through route in connection with the Canadian Pacific and Eastern railways for business to and from Boston and New England points and New York.

INTERCOLONIAL RAILWAY.

The main line of this company extends from Halifax, Nova Scotia, to Point Levis, Canada, opposite Quebec, a distance of 678 miles. At Point Levis connection is made with the Grand Trunk Railway and the Quebec Central Railroad, each of which connect with American roads through Sherbrooke, Canada. At Quebec connection is also made with the Canadian Pacific Railway. The total mileage of the Intercolonial Railway is 905 miles, all located in Canada.

QUEBEC CENTRAL RAILROAD.

This road extends from Sherbrooke, Quebec, to Point Levis, opposite Quebec, a distance of 143 miles. At Sherbrooke, connection is made with the Boston and Maine Railroad (Boston and Lowell system) via Wells River and White River Junction, Vermont, for Boston, and via Bellows Falls, Vt., and Springfield, Mass., for New York. Connection is also made at Sherbrooke with the Grand Trunk Railway for Portland, Me., 196 miles, and for Montreal, 101 miles; also with the Canadian Pacific Railway. At Harlaka Junction, Canada, near Quebec, connection is made with the Intercolonial Railway for New Brunswick and Nova Scotia; at Quebec with the Canadian Pacific Railway and steamers for Saguenay River. The total mileage of this company is 161 miles, all located in Canada.

CENTRAL ONTARIO RAILWAY.

This road extends from Coe Hill to Picton, Canada, 104 miles, all in Canada. Picton is situated on Lake Ontario. At Trenton, 30 miles from Picton, connection is made with the Grand Trunk Railway. At Midland Railway Junction, 45 miles from Picton, connection is made with the Midland Division of the Grand Trunk Railway. At Canadian Pacific Railway Junction, 55 miles from Picton, connection is made with the Canadian Pacific Railway.

CENTRAL VERMONT RAILROAD.

A portion of this road is located in Canada. The northern division extends from St. Albans, Vt., to St. Johns, Quebec, crossing the line at Province Line, 20miles north of St. Albans. Another division extends from St. Johns to Waterloo, all in Quebec, distance 43 miles. Connection is made at Richford, Vt., and Waterloo, Quebec, with the Canadian Pacific Railway. The total mileage of this company is 485 miles, 66 of which are located in Canada.

NORTHERN PACIFIC RAILROAD.

A portion of the Northern Pacific Railroad, known as the "Duluth and Manitoba Railroad," extends from Winnipeg Junction, Minnesota, to Winnipeg, Manitoba, 268 miles. The portion of this line from Pembina to Winnipeg is all in Manitoba, 67 miles, and is known as the "Northern Pacific and Manitoba Railway." At Winnipeg connection is made with the Canadian Pacific Railway. Traffic via this route can be carried to and from Winnipeg and St. Paul, Minneapolis and Duluth.

NEW BRUNSWICK RAILWAY.

This road is located in New Brunswick and Maine. At Vanceboro, near the boundary line of Maine and New Brunswick, connection is made with the Maine Central Railroad, which in turn connects with the Canadian Pacific Railway, and which also reaches Boston and New England points. The total mileage of this company is 445 miles, 33 of which are located in the United States.

There are a number of other roads located in Canada, with small mileage, most of them having indirect connections with American roads.

The roads mentioned herein have a total mileage in Canada of about 10,000 miles. The total mileage of roads operated in Canada on December 31, 1888 (Poor's Manual for 1889), is reported as 12,163 miles.

APPENDIX 9.

LIST OF STATE RAILROADS CLAIMING NOT TO BE SUBJECT TO ACT TO REGULATE COMMERCE AND THAT THEY NEED NOT MAKE ANNUAL REPORTS TO COMMISSION.

Name of road.	Mileage operated.	State or Territory.	Terminals.
Annapolis and Baltimore Short Line	28.00	Maryland	Annapolis to Baltimore.
Anniston and Atlanta R. R	52.36	Alabama	Anniston to Sylacauga.
Arkansas and Louisiana R. R	26.00	Arkansas	Hope to Nashville.
Atlanta and Florida R. R	104.00	Georgia	Atlanta to Fort Valley.
Atlantic and Danville R. R	158.50	Virginia	Norfolk to Lawrenceville.
Bell's Gap R. R	25.30	Pennsylvania	Bellwood to Irvona.
Belleville and Carondelet R. R	17.30	do	Belleville to East Carondelet.
Belleville and Eldorado R. R	53.50	Illinois	DuQuin to Eldorado.
Belt R. R. and Stock Yard Co	21.70	Indiana	Around the City of Indianapolis.
Bradford, Bordell and Kinzua R. R	62.32	Pennsylvania	Bradford to Simpson.
Bright Hope R. R	32.75	Virginia	Eppes Falls to Bermuda.
Brooklyn and Brighton Beach R. R	7.50	New York	Brooklyn to Brighton Beach.
Buffalo Creek R. R	5.82	do	Buffalo to Light-House (Harbor).
California Short Line R. R	8.00	Utah	Draper to Chester.
Carthage and Adirondacks Rwy*			
Central Ohio R. R	206.29	Ohio	Bellaire to Columbus.
Central Union Depot and Rwy of Cincinnati.	1.44	do	In the city of Cincinnati.
Chattanooga and Lookout Mountain R. R.	14.00	Tennessee	Chattanooga to Top of Lookout Mountain.
Chester Valley R. R.* (merged in Philadelphia and Chester Valley).			
Chicago, Fairchild and Eau Claire River R. R.	4.16	Wisconsin	Fairchild to Eau Claire River.
Chicago and State Line R. R.*			
Cincinnati and Southeastern R. R	17.00	Kentucky	Johnson to Hillsborough.
Clearfield and Jefferson R. R	37.47	Pennsylvania	Irvona to Horatio.
Clove Branch R. R	4.25	New York	Clove Branch to Sylvan Lake Junction.
Colorado Eastern Rwy	17.50	Colorado	Denver to Scranton.
Columbus and Cincinnati Midland R. R.	69.80	Ohio	Columbus to Midland City.
Columbus, Springfield and Cincinnati R. R.	44.37	do	Columbus to Springfield.
Delaware and Bound Brook R. R	27.00	New Jersey	Bound Brook to Delaware River Junction.
Detroit, Bay City and Alpena R. R	197.40	Michigan	Alger to Alpena.
East Broad Top R. R. and Coal Co	30.00	Pennsylvania	Mount Union to Robertsdale.
East Louisiana R. R	60.00	Louisiana	New Orleans to Covington.

LIST OF STATE RAILROADS CLAIMING NOT TO BE SUBJECT TO ACT TO REGULATE COMMERCE—Continued.

Name of road.	Mileage operated.	State or Territory.	Terminals.
East Trenton R. R.†	2.56	New Jersey	Millham to Terminus.
Eutawville R. R	34.75	South Carolina	Pregnalls to Elloree.
Freehold and New York R. R.	14.00	New Jersey	Freehold to Matawan.
Garnerville R. R	.91	New York	New Jersey and New York R. R. to factories at Garnerville.
Hancock and Calumet R. R.†	20.91	Michigan	Hancock to Allourez.
Kaaterskill R. R.	7.00	New York	Kaaterskill to Kaaterskill Station.
Kentucky Union Rwy.	.37	Kentucky	Winchester to Graming Block.
Knoxville and Augusta R. R.	16.82	Tennessee	Knoxville to Maryville.
Knoxville and New River R. R	13.00	do	Robbins to Haworth.
Litchfield, Carrollton and Western	51.65	Illinois	Columbia to Bennett.
Manistique Rwy.	24.00	do	Seney to Camp 9.
Mineral Range R. R.†	2.17	Michigan	Houghton to Red Jacket.
Mount Washington R. R.	3.33	New Hampshire	Base to summit of Mount Washington.
New Orleans and Carrollton R. R.	7.50	Louisiana	Horse car line only.
Newport and Wickford R. R.	3.40	Rhode Island	Wickford Junction to Newport.
New York and North Pennsylvania R. R.	5.00	Pennsylvania	Gaines to Galeton.
New York and Sea Beach R. R	8.07	New York	Bay Ridge to Coney Island.
Oregon Pacific Rwy	176.00	Oregon	Yaquina City to Breitenbush.
Pensacola and Andalusia R. R.	15.00	Florida	Molino to Centennial.
People's Rwy.	4.58	Pennsylvania	Pottsville to Minersville.
Peoria Terminal Rwy.	7.50	Illinois	Peoria to Monmouth Junction.
Pittsburgh, Chartiers and Youghiogheny.	19.40	Pennsylvania	Chartiers to Junction No. 1 with Chartiers R. R.
Portland and Willamette Valley R. R.	30.00	Oregon	Portland to Dundee Junction.
Providence, Warren and Bristol R. R.	14.85	Rhode Island	East Providence to Bristol.
Quincy R. R. Bridge Co			
Rochester and Lake Ontario R. R.*	6.00	New York	Rochester to Lake Ontario.
St. Louis, Alton and Springfield R. R.	84.80	Illinois	Bates to Grafton.
St. Louis, Cable and Western R. R.	22.20	Missouri	End of cable division into St. Louis County.
San Francisco and Northern Pacific R. R.	166.00	California	Point Tiburn to Ukiah.
South Manchester R. R.*	2.25	Connecticut	South Manchester to North Manchester.
State Line and Sullivan R. R.	29.60	Pennsylvania	Towanda to Benice.
Tavares, Orlando and Atlantic Rwy.	32.00	Florida	Tavares to Orlando.
Tennessee Central R. R.	12.00	Tennessee	Spring City to Jewett.
Union Freight R. R.*		Massachusetts	Track through streets of Boston.
Virginia and Truckee R. R.*		Nevada	
Visalia R. R.	7.33	California	Visalia to Goshen.
Warren and Farnsworth R. R.	15.26	Pennsylvania	Clarendon to Vandergrift.
York and Peach Bottom R. R	40.00	do	York to Peach Bottom.
Youghiogheny Northern R. R.	2.50	do	Broad Ford to Summit.
Zealand Valley R. R	8.25	New Hampshire	Zealand to Zealand Notch.

NOTE.—The roads checked with a star (*) filed reports for the year ending June 30, 1889. The roads checked with a cross (†) have just advised, December 6, that they would file reports.
The above list is corrected to December 1, 1889.

APPENDIX 10.

FEDERAL REGULATION OF SAFETY APPLIANCES.

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SUMMARY OF ACCIDENTS TO PERSONS, COMPILED FROM THE ANNUAL REPORTS OF RAILROADS TO THE COMMISSION, FOR THE YEAR ENDING JUNE 30, 1888.

These reports cover 139,101.83 miles of road, or 92.79 per cent. of the total mileage of the country.

Persons.	Killed.	Injured.	Total.
Passengers	315	2,138	2,453
Employés	2,070	20,148	22,218
Other persons	2,897	3,602	6,499
Total	5,282	25,888	31,170

Kind of accident.	Killed.	Injured.	Total.
Collisions	246	1,192	1,438
Derailments	292	1,550	1,842
Coupling cars	326	6,827	7,153
Grade crossings	340	510	850
Other causes	3,818	14,722	18,540
Total*	5,022	24,801	29,823

* The returns showing "kind of accidents" are often imperfect and sometimes altogether lacking.

HAZARD TO PASSENGERS.

The total number of passengers carried during the year by the roads reporting was 401,697,433; the average distance carried was 25.98 miles; total passenger mileage, 401,697,433, multiplied by 25.98, or 10,436,099,309 miles; the number of passengers killed, 315; number injured, 2,138.

Thus for every passenger killed 1,275,229 were carried, and 163,757 passengers were carried for one killed or injured. The length of the average journey resulting in death was 33,130,474 miles, a journey which would occupy 94 years 200 days and 22 hours of continuous travel at 40 miles an hour. For each man killed or injured 4,254,423 miles were traveled, which at the same rate would occupy 12 years 51 days and 17 hours.

CIRCULAR OF THE COMMISSION REGARDING FEDERAL REGULATION OF SAFETY APPLIANCES.

INTERSTATE COMMERCE COMMISSION,
Washington, May 17, 1889.

———— ————,

———— ————:

DEAR SIR: The large number of accidents to employés and passengers occurring on the railroads of this country and the public belief that a great part of these might be avoided by the use of proper appliances have led many States to make the mechanical features of railroad working the subject of statutory regulation. It is well known, however, that in respect to some at least of these features, the conditions are such that regulation if attempted can neither secure adequate bene-

fit to the public nor be just to the railroads themselves unless it be uniform over the whole country.

In view of this fact and of the request of the railroad commissioners of the country, as embodied in a resolution adopted at their recent convention, the Interstate Commerce Commission desires to call out as full information and discussion as possible upon the question of Federal regulation of safety appliances on railroads. The following matters seem to be of especial importance, but it is not intended to restrict the discussion to them:

(1) The history in each State of safety appliance legislation. How far such legislation has been enforced. What have been the means used to enforce it. What obstacles have been met with. What the general effect has been.

(2) What is the present condition regarding automatic couplers. What prospect there is of a uniform and safe coupler coming into use. What progress the standard coupler, adopted by the Master Car Builders' Association, is making, and what is the attitude of railroads towards it.

(3) What progress there is in the use of train brakes on freight cars. Whether such progress is satisfactory, viewed as a means of greater safety to train-men. To what extent freight trains are run without the necessity of brakemen traversing the tops of cars.

(4) What is being done to introduce safer methods of heating and lighting passenger cars.

(5) What is the state of affairs respecting other safety devices.

(6) Whether legislation looking to Federal regulation of these matters or any of them is desirable, and what the reasons are for and against such regulation.

(7) What such Federal legislation, if any be desirable, should attempt to accomplish in regard to couplers; in regard to train brakes; in regard to car heating and lighting; in regard to other matters. What its provisions should be upon each of these points.

(8) If Federal legislation be expedient, what special administrative agencies, if any, should be provided to carry it out. Whether Federal inspection should be attempted, and to what extent and how. Whether a board should be created after the analogy of the Steam-boat Inspection Service. If so, how such a board should be constituted in regard to the number and character of its members; what its powers and duties should be; what its connection with other branches of administration.

The Commission believe that justice to railroad employés and to all others concerned requires that this matter receive thorough consideration, and trust that you will be able to give it immediate and careful attention.

Very respectfully, EDW. A. MOSELEY,
Secretary.

FROM THE BOARD OF RAILROAD COMMISSIONERS OF CONNECTICUT.

[By George M. Woodruff, W. H. Hayward, and W. O. Symond, commissioners.]

In reply to the circular of your secretary, issued May 17, 1889, in regard to safety-appliance legislation, we would say that legislation of that general character dates back many years, but the first act of the precise character called for by your circular was, perhaps, that of 1882, in regard to safety couplers, which required that every railroad com-

pany operating any railroad located partially or wholly in this State should cause every freight car thereafter built, or purchased, for use on such railroad, to be provided with couplers so arranged as to render the presence of any person between the ends of the cars unnecessary for the coupling of the same; and also providing that no coupler should be placed on such cars, or any new couplers substituted, until approved by us. We are also authorized to designate the height at which the coupler should be hung. The statute also provided that any company violating the provisions of the law should incur the penalty of $50 for each violation. We believe that this law has been generally complied with, but it went into effect before the adoption of the standard coupler by the Master Car Builders' Association, and there were several couplers approved by us as coming within the provisions of the law. No complaints for the violation of this law have ever been made to us, and hence there has been no occasion to apply the penalty. No opposition was made to the law by any of the railroad companies, but we can not see that it has resulted in any less injuries to employés. In fact, the number of foreign freight cars, unprovided with automatic couplers, coming into our State being so greatly in excess of those owned by our companies, and equipped with some such appliance, we are inclined to think that coupling accidents have increased, rather than diminished, during this transition period. In answer, therefore, to the second inquiry of your circular, we must say that the present condition regarding automatic couplers is unsettled and unsatisfactory, and that there is very little prospect of a uniform coupler coming into use, either by State requirement or voluntary action of the companies.

So far as we know, the standard coupler adopted by the Master Car Builders' Association is making no progress here, the attitude of the railroads being simply that of inaction.

In regard to your third inquiry, we have to report that, with the exception of a very few freight cars for special perishable freights, no use is made of train brakes.

In regard to heating and lighting passenger cars, the railroad commissioners were empowered, in 1887, to make such orders as seemed to them to be required by public safety and prudence relative to heating and lighting passenger cars. Under that law companies were forbidden to use illuminating oil below 300 degrees fire test, and this order, so far as we know, is universally complied with. We also made an order that all new passenger cars be equipped for continuous heating, which order has been only partially complied with. Further action is to be taken by this board at an early date, but the details are not yet decided upon.

Federal legislation should in our opinion be adopted, enforcing the use of automatic couplers and train brakes on all freight cars used in interstate traffic, and the administration of the law should be under the direction of the Interstate Commerce Commission. The railroad commissioners of the various States, under the direction of the Interstate Commission, should superintend and inspect the adoption and workings of such a law in their respective jurisdictions and report results to the Interstate Commission.

In regard to the lighting of passenger cars, we apprehend no more danger under our present law, referred to above, than would be liable to result from an engine used to generate electricity.

As to continuous steam-heating of passenger cars from the locomotive, we are of the opinion that no system has yet been sufficiently perfected to warrant its general forced adoption by law. We know that

sanguine inventors, interested in the adoption of their own inventions and theorists without practical experience, think the time has already come for such action. It is a significant fact, however, that a majority of the *disinterested* mechanical departments of our most important roads, concerned solely in the practical application of such a system to the various requirements of a promiscuous passenger service, extending through all varieties of climate and requiring frequent interchange of cars, who are to be held responsible for the safe and successful working of any system adopted by them, are of the opinion that the time has not yet come for the enforcing by law of the adoption of any particular system. The Master Car Builders' Association at their last meeting expressed a similar opinion. More experimenting is needed to overcome serious objections involving possible danger, discomfort, and inconvenience. We are confident that some satisfactory system will soon be devised which can be prudently and safely adopted, and investigation in this direction should be stimulated and encouraged. We are of the opinion that the use of the common car stove in cars attached to passenger trains should be prohibited absolutely, but so long as the ordinary cooking ranges are allowed in the dining cars attached to the crowded and popular express trains, those trains are in danger from fire though heated by steam and lighted by electricity, and represented to be exempt from any such danger.

The first prerequisite for the general introduction of continuous steam-heating is, of course, the adoption of a uniform steam-coupler to render the interchange of cars practicable.

FROM THE RAILROAD COMMISSIONERS OF KANSAS.

[By Charles S. Elliott, secretary.]

Referring to your letter of August 10 instant, covering circular of May 17, 1889, in the matter of State and Federal legislation for the protection of employés and passengers on the railways of the country, as set forth by resolution of the recent convention of State railroad commissioners, and formulated in the interrogatories contained in your circular, to which this is a response, I am directed by the board to make the following answers:

(1) There has been no safety appliance legislation in this State, for the apparent reason that abuses have not been recognized in the management of moving trains or in their appliances for the safety of employés and passengers which called for State interference or statutory remedies.

(2) The present condition of automatic couplers is that of experimentation purely. Railway managers manifest a desire to test any and every new device for the protection of employés from needless danger and themselves from the cost and loss incident to accidents. In this connection the "standard coupler," to which you refer, holds the same relation as the other devices being tried, except that this one has received the approval of the Master Car Builders' Association. It is not accepted as a maximum result of genius and mechanical skill directed to this subject that it is wise or safe to settle down to a conclusion that it is the best thing that can be made, and to adopt it in universal practice at an enormous cost, when it may soon be improved upon and have to be abandoned, is not the judgment of managers nor trusted experts.

(3) The progress in the introduction and use of train-brakes on freight-cars is both rapid and satisfactory both as to mechanical efficiency and the safety of train-men. Nearly all through our rapid-moving freight

trains are now provided with the Westinghouse air-brake, and to this extent reduce the necessity of traversing the tops of cars by train-men to the minimum. Not only are the air-brakes being applied, but means of instruction in their use is made general and obligatory upon employés. An experimental car fitted up with all the varied machines and devices of the air-brake, its application and use has been provided and kept on the larger lines for months at a time as a training-school of employés, to the end that all train-men may become familiar with them before being trusted with their use in regular train service.

(4) One of our railroads having the greatest mileage is substituting steam from the locomotive for fuel heating on cars as rapidly as they can be applied, viz, the Atchison, Topeka and Santa Fé. It is known as the "G. A. Houston system," which has been devised and perfected by Mr. G. A. Houston, in the employ of the company.

No company has as yet abandoned the use of oil for lighting cars, but two of them in interstate ownership, the Santa Fé and Rock Island, have substituted incandescent electric lights for oil-lamps on passenger-trains between the Missouri River and Chicago with reported satisfactory results.

(5) Respecting other safety devices, it is the opinion of the board that they are receiving as much consideration and liberality in experimentation as obligation of the companies to their employés and the public rightfully demand from them in the present depressed condition of their relative earnings and fixed charges.

(6) The board is clearly of the opinion that no Federal legislation is required or desirable in this respect, and for reasons set forth hereinbefore. The safety of employés and passengers is coincident with the interests of the companies, and can not be ignored in their management without a disregard of business methods and ultimate profits. It will be readily recognized that the adoption of new devices which promise added protection to employés and passengers is a sharp bid for popular favor and public patronage, which will in this era of intensified competition be a better guaranty of discovery and application of the best means and methods of safety than could be by a Federal legal surveillance, which would in effect check competitive impulse and shift responsibility for neglect from the railway companies to Government officials.

FROM THE RAILROAD COMMISSIONERS OF MAINE.

[By D. N. Mortland, chairman.]

In response to your circular under date of May 17, 1889, requesting information and the views of this board relative to the question of Federal regulation of safety appliances on railroads, we reply as follows:

(1) As the freight traffic is in this State, as in other States, principally interstate traffic, very few attempts have been made by our legislature to legislate relative to safety appliances on railroad trains. Neither has this board urged legislation in that respect, believing, as we do, that all attempts on the part of individual States to legislate as to character or kind of safety appliances, especially on freight trains, must, by reason of conflicting laws, result in hinderance and loss to railroad corporations and failure to accomplish the object desired.

(2) Automatic car-couplers have not yet been applied to any freight-cars of any railroad in this State, except by way of trial or experiment on two or more cars, at different times, at the requests of agents or owners of such couplings, the link and pin being yet in general use *upon all* freight-cars owned by railroad companies in this State.

The action of the Master Car Builders' Association in adopting not a coupler, but a type of coupler, we believe has tended more to hinder than to promote the general adoption and use of automatic couplers during the past two years.

At the time of the adoption by the Master Car Builders' Association of the "Janney type," so called, no coupler of that type had been invented, except such as appears by reliable reports as when subjected to practical or physical tests would entirely fail to meet the requirements of the freight service. For this reason, as stated by practical railroad men, the attitude of railroad managers in this State and elsewhere has been adverse to its adoption.

For the above-stated reason this board, while recognizing the fact that some practical and immediate action should be taken to prevent the seemingly unnecessary mutilation and loss of life of men engaged in coupling and uncoupling freight-cars, refused a year ago to join the Massachusetts board of railroad commissioners and others in a communication to Congress on that subject, which to a certain degree indorsed the action of the Master Car Builders' Association above mentioned. But as many improvements have since been made by inventors upon the type of couplers selected, we are now led to believe the same may be more generally adopted.

(3) To successfully apply train-brakes on freight trains it would seem to require uniformity in couplers. No effort has as yet been made in this State, and so far as we are aware no progress has been made in that direction.

Next to the number injured from coupling and uncoupling freight cars is the number injured in handling brakes, while to this class the number of fatal accidents is even greater than the former, the most of which occur from traversing the tops of cars.

(4) During the last session of the legislature of this State a statute was enacted providing that "no passenger, mail, or baggage car on any railroad in this State shall be heated by any method of heating or by any furnace or heater, unless such method or the use of such furnace or heater shall first have been approved in writing by the board of railroad commissioners." And further providing "That in no event shall a common stove be allowed in any such car."

Before the enactment of the above-quoted statute some of the wealthier railroad corporations had adopted a system of heating by steam from the locomotive, and much has since been done both by these and other railroad companies to apply and perfect said system.

During the coming winter, we trust, the greater portion of passenger trains will be heated by this method. Uniformity in method of heating is, like coupling, desirable, and all efforts on the part of individual States to secure it must, for like reasons, in a large degree prove abortive.

(5) While we have doubted the wisdom and policy of Federal legislation tending to regulate and control the freight traffic of the country, we do believe that if there was sufficient reason to demand it, a far greater reason demands that Federal legislation be invoked for the protection of the lives and limbs of passengers and employés on railroads. As we have stated, individual State legislation upon all these important subjects has failed, and must, by reason of conflict of statute enactments in the several States, fail to accomplish the objects above mentioned.

(6) If Federal legislation is deemed necessary to regulate these matters, logically Federal supervision and inspection would follow. As to what the nature and extent of such inspection should be, we have now no opinion to express.

FROM THE RAILROAD COMMISSIONERS OF MASSACHUSETTS.

[By George G. Crocker, chairman.]

* * * * * * *

In March, 1888, this board sent to each of the Senators and Representatives from this State a letter of which the following is a copy:

To the honorable Senators and Representatives of the State of Massachusetts in Congress assembled:

GENTLEMEN: In the United States thousands of men every year are killed or injured in coupling or uncoupling freight cars. During the past year the casualties from this cause in our State alone were one hundred and twenty-two, of which eleven resulted in death. This loss of life and limb can be prevented by the use of automatic couplers, but, as the freight traffic is principally interstate traffic, attempts on the part of individual States to secure uniformity within their respective jurisdictions would probably result in conflict and failure. While the desired end may be accomplished in time without Congressional action, delay means further unnecessary mutilation and loss of life. This subject is believed to be within the proper province of Congress, which alone can deal with it effectually and with that promptness which its importance demands. The action of the Master Car Builders Association last year, in selecting a type of coupler as the standard for that association, has largely eliminated a serious difficulty, and has opened the way for Congressional action.

Two other subjects of a similar nature demand your consideration.

The total number of brakemen injured in handling the brakes on freight cars is somewhat smaller than the number of those injured in coupling and uncoupling, but the number of fatal accidents is much greater. Most of these accidents can be averted by the use of train brakes, which have lately been perfected so that they can be successfully used on long trains of freight cars.

The success and growth of the system of heating passenger cars from the locomotive, or other single source, will be greatly promoted, if Congress will take such action as will insure the adoption of some uniform steam-coupler.

We respectfully urge that you will give the three subjects above mentioned liberally of your thought and of your energies, to the end that Congress may, without unnecessary delay, refer them to the Interstate Commerce Commission, or take such action as may seem to it advisable. We commend for adoption the following draught of a resolution:

Resolved, That the Interstate Commerce Commission are instructed to consider what can be done to prevent the loss of life and limb in coupling and uncoupling freight cars used in interstate commerce and in handling the brakes of such cars, and in what way the growth of the system of heating cars from the locomotive, or other single source, can be promoted, to the end that said Commission may make recommendations in the premises to the various railroads within its jurisdiction, and report its doings to Congress at an early date, with such suggestions as to legislation on said subjects as may seem to it necessary or expedient.

We, who have been vested by the authority of the State with a commission which imposes upon us a special trust to promote the safety of employés and passengers on railroads, respectfully press this petition, as in duty bound, in the name of the multitude of those who have suffered and in behalf of the multitude of those who are yet to suffer, unless saved by your philanthropic offices.

The Board also communicated with the commissions of the various States, several of whom joined in sending a similar communication to their Senators and Representatives in Congress. The legislature of Massachusetts also adopted and forwarded to Congress the following resolutions:

Resolved by the senate and house of representatives in general court assembled:

Whereas thousands of railroad employés every year are killed or injured in coupling or uncoupling and in handling the brakes on freight cars used in interstate traffic, and most of these accidents can be avoided by the use of uniform automatic couplers and train brakes; and

Whereas the success and growth of the system of heating cars by steam from the locomotive or other single source largely depends on the adoption in interstate traffic of a uniform steam coupler; and

Whereas these subjects are believed to be of pressing importance and within the proper scope of the powers of the Congress of the United States, while attempts on the part of individual States to deal with them have resulted and must continue to result in conflicting regulations:

Resolved, That the senate and house of representatives of the Commonwealth of Massachusetts, in general court assembled, do most respectfully and earnestly urge upon Congress a consideration of the foregoing subjects, with a view to the passage of a resolution instructing the Interstate Commerce Commission to consider what can be done to prevent the loss of life and limb in coupling and uncoupling freight cars used in interstate commerce and in handling the brakes of such cars, and in what way the growth of the system of heating passenger cars from the locomotive, or other single source, can be promoted, to the end that said Commission may make recommendations in the premises to the various railroads within its jurisdiction and report its doings to Congress at an early date, with such suggestions as to legislation on said subjects as may seem to it necessary or expedient.

Resolved, That a copy of these resolutions be transmitted to the Congress of the United States and to each of our Senators and Representatives therein.

In senate, adopted March 22, 1888.

In house, adopted March 27, 1888.

Congress having failed to take any action on these resolutions other than to refer them to the proper committee, this board availed of the opportunity afforded by the conference of railroad commissioners in Washington on the 5th of March last to secure the passage of the resolution then adopted, and referred to in your circular, to which this is a reply, and in regard to which the following specific responses are made:

(1) The first inquiry relates to the history of safety-appliance legislation. In this State there are statute provisions requiring draw-bridges to be furnished with conspicuous signals; that switches shall be of a kind approved in writing by this board; that bridge guards approved by the board shall be maintained; that sign-boards shall be maintained at crossings of highways and in certain cases at crossings of traveled places; that gates shall be erected at crossings when the county commissioners or the railroad commissioners so request; that good and sufficient brakes be attached to every car used for transportation of passengers; and to every freight car, except four-wheel freight cars, used only for freight; that each train shall be equipped with certain tools for use in case of accident and with such other tools and appliances as the board may direct; and also that each passenger train shall be equipped with certain specified tools for protection of passengers in case of fire; that no passenger car shall be lighted by naphtha or by an illuminating oil or fluid made in part of naphtha or which will ignite at a temperature of less than 300 degrees Fahrenheit; that safety-valves shall be provided with appliances for deadening the sound; that persons who are called upon to distinguish color signals shall be examined for color blindness; that locomotive boilers shall be tested in accordance with regulations prescribed by the board; that every railroad company shall place upon its freight cars constructed or purchased by it, and upon every freight car owned by it, of which the coupler or draw-bar is repaired by it, such form or forms of automatic or other safety coupler at each end thereof as the board of railroad commissioners may, after examination and test, prescribe; that the board may exempt a railroad from the necessity of making a know-nothing stop at a grade crossing with another railroad, providing a system of interlocking automatic signals approved by the board is in operation at such crossing; that frogs, switches, and guard rails, with the exception of guard rails on bridges, shall be adjusted or blocked to the satisfaction of the board so as to prevent the feet of employes from being caught therein; and that passenger, mail, and baggage cars shall be heated only by such furnaces or heaters as may be approved in writing by the board.

The legislation relating to safety appliances has been complied with by the railroads without the necessity of resorting to the pecuniary penalties which in most cases are imposed by the statute. No serious obstacles have been encountered. The general effect has been salutary.

It will be noticed that indorsement by the legislature of special patents has been avoided. The only instance in which a special patent has been mentioned in the statute was that of the Tyler switch, and by the legislature of last year that special sanction was withdrawn.

(2) The condition of affairs in regard to automatic couplers is set forth in our report of January, 1888, pages 52 to 55, inclusive, and in the report for this year, pages 2 to 23. Our railroad companies are not enthusiastic over the Master Car Builders' standard type. The automatic couplers which have been approved by this board are the Janney, the Hilliard, the Cowell, the United States, the Hein, the Boston automatic, and the Safford. Most of these were approved before the Master Car Builders' Association made its selection. The progress towards a uniform automatic coupler is not satisfactory, and, in the opinion of this board, can only be secured by Congressional interference.

(3) The progress in the use of train brakes is not satisfactory. In some few instances complete freight trains used only for traffic within the State are provided with train brakes, and in some other cases a small proportion of the cars on freight trains are provided with the Westinghouse automatic air-brake, but generally freight trains are only provided with the old hand brake. With reference to the introduction of train brakes as well as of automatic uniform couplers, this board deems that such expedition as the gravity of the case demands can only be secured by Congressional action.

(4) A full statement as to what is being done in this State in regard to heating and lighting passenger cars will be found at the beginning of the report of the board for the current year.

(5) The answer to this question is embodied in the answer to the first question.

(6) For the reasons already stated or referred to, Federal regulation of freight-car couplers and of freight-train brakes seems desirable. The regulation of couplers for steam heating, though desirable, is not so imperative, and can be more readily managed by the companies forming connecting lines without Federal interference.

(7) Federal legislation should impose upon the Interstate Commerce Commission the duty of prescribing the conditions which freight-car couplers should fulfill, and should give the Commission authority to make such investigations as it may deem necessary, and to employ experts therefor. The difficulty of decision has been greatly lessened by the action of the Master Car Builders' Association in selecting a type, though in a matter of such importance it might be well to have the question again acted upon by that association. It should be provided by law that, when the Commission has announced the requirements, every railroad company doing an interstate business shall place on its freight cars thereafter constructed or purchased by it, and upon every freightcar owned by it, the coupler or draw-bar of which is repaired by it, an automatic coupler fulfilling the conditions prescribed by the Commission; and that from and after a certain date, to be fixed by the Commission, not less than three nor more than five years from the time when the order is issued, no freight cars shall be used in interstate traffic unless they are provided with automatic couplers fulfilling the requirements. The conditions should be so drawn as to permit latitude in design without sacrificing interchangeableness or such uniformity in operation as may be requisite.

Similar provisions of law and corresponding action by the commission should be taken with reference to equipping freight cars with

train brakes. The conditions which must be fulfilled should be prescribed, and the difficulty in determining the conditions will not be found to be so great as in the case of couplers.

Similar proceedings might eventually be had with reference to steam-couplers for heating trains, but it is at least questionable whether the experience in train-heating has yet reached a point which will justify Congressional regulation.

(8) It would seem that a board, after the analogy of the Steam-boat Inspection Service, would be unnecessary; but the Interstate Commerce Commission might eventually be vested with power to employ inspection agents. This power would not be requisite at first, as it seems probable that the Commission, through the instrumentality of annual reports, could secure most, if not all, the information needed.

FROM THE RAILROAD COMMISSIONER OF MICHIGAN.

[By John T. Rich, commissioner.]

Your circular letter of the 17th of May ultimo, making certain interorgatories in relation to safety appliances for use on railroads and legislation in regard thereto, was duly received. The history of the legislation in this State is best found in the acts themselves, a copy of which is sent you under separate cover.

The legislation upon this subject has been as well observed as the conditions would admit of.

The means used to enforce the laws have, as a rule, been through interviews with the railroad officials, correspondence, and in a few instances formal orders have been issued in specific cases. It may be properly said here that the railroad managements have manifested a commendable spirit in endeavoring to comply with law, and when to do so literally was impossible, then they have complied as far as practicable with it in spirit and intent. The general effect has been to reduce the number of accidents of certain classes, while in others no improvement has appeared to result.

The blocking of frogs and guard rails is generally done in this State, and we have had no accidents from such causes in several years.

AUTOMATIC COUPLER.

There has been no apparent improvement in the use of automatic couplers in any general sense. In 1886 my predecessor, Hon. William McPherson, after taking the testimony of the principal railroad officials of Michigan, approved of seven different couplers for use in this State, as required to do by the provisions of the statute then recently passed by the legislature regulating such use. There is no doubt that Commissioner McPherson made as judicious selections as possible to have done at that time with the light he had before him, and acting as he did largely upon the recommendation of the railroad officials whose views he consulted. But it is nevertheless true that not one of the couplers then selected has come into general use in the State, or has proved a success in any practical sense. The Flint and Père Marquette Company selected the Marks coupler and equipped a large number of their freight cars with that pattern. They have been doing a large traffic in the hauling of logs, and there is no doubt that the use of the Marks coupler on their logging cars has prevented many accidents. The other couplers were put upon cars that went into general use, and the almost universal practice of train-men has been to couple the automatic couplers by the ordinary method of going between the cars and guiding the link with the hand. Inquiries among the men why they take

that risk, brings the almost uniform reply that there is no dependence to be placed upon the working of the so-called automatic, and so they prefer to couple by hand to start with.

Since my appointment as commissioner, two patterns of couplers of the Master Car Builders type (so called) have been approved for use in this State—the Janney upon the application of the Grand Rapids and Indiana Railroad Company, and the Dowling upon the application of the Michigan Central Railroad Company. Of the former only a few have been put on, and appear to work well when coupled with each other. Of the latter pattern I understand that a considerable number were applied, but I am advised did not prove satisfactory, and no more are being used by the Central Company.

The foregoing is about all the progress I am able to report from this State in the way of adopting automatic couplers of the Master Car Builders type.

The railroad officials appear to regard that type of couplers with considerable favor as being the one most likely to secure early uniformity in car couplers. It is claimed by some that during the transition period, from the use of the old style of couplers with the latter, the danger from accident will be increased rather than diminished.

The train-men, generally, are opposed to any form of the automatic coupler and express a preference for the Safford link and pin coupler, which is provided with concave face, thus leaving room for the hand while the coupling is being made. In short, so far the situation in Michigan indicates very little progress has been made in the adoption of the automatic coupler, except to demonstrate how great are the difficulties to be overcome before they can be expected to come into general use.

HEATING AND LIGHTING OF PASSENGER CARS.

Since the law of 1887, Michigan statutes, went into operation with regard to heating cars by some safer method than that heretofore generally in use—stoves—the managers of the principal roads in our State have been doing the best they could to accomplish the purpose of the law. On several of the roads experiments in the way of heating their cars by steam from the engine have been under way for two years past, but so far with indifferent success. It has proven an uncontrollable method in many particulars, and the heat provided has not been as agreeable as that from the hot-water radiators. No means have yet been devised to keep the car warm in case of an accident to the locomotive, in case of a removal of the stoves, so that the latter have generally been permitted to remain in position. No device has as yet been approved at this office for use under the provisions of our statute, but ordinary stoves and frail heaters have been ordered from the cars on Michigan railroads. Hot-water heaters are thus far giving the best satisfaction to the occupants of the cars. Most of the companies will continue to experiment in this connection during the coming winter.

No complaint has been made to this office of the methods of lighting generally employed on the railroads of this State, and, I think, of other States, by lamps burning kerosene oil, which in Michigan must only flash at a temperature of 300° Fahrenheit.

TRAIN BRAKES.

Train brakes are being rapidly brought into use in this State. The necessity for speed in the transportation of perishable goods requires some method for quickly stopping of trains. This can only be accom-

plished by the use of power brakes, or the employment of a large number of train-men, and the former plan is now being generally adopted for the desired purpose. It is doubtful whether the progress is being made with sufficient celerity to please the train-men, but the necessity for their use is recognized by most officials, and such brakes will be utilized as fast as conditions will permit on our main trunk lines. Legislation may be necessary to secure the co-operation of the less important companies in this regard. But as the efficiency of the power brake comes to be understood and appreciated their adoption even on the smaller roads will be a matter of brief time only. No trains are made up at present on which the train-men employed are not obliged to traverse the tops of the cars more or less.

Experiments are now being made by the Michigan Central Company in lighting their passenger cars by the use of electricity furnished from storage batteries. So far as reported the experimenting is proving satisfactory.

OTHER SAFETY DEVICES.

Interlocking switches are being put in at all new railroad crossings in this State, and at many of the older ones. They are giving the best of satisfaction. The split-switch is also being adopted as rapidly as circumstances will permit, and are universally conceded to be a great improvement and conducive to safety, as it lessens the danger of derailment at least one-half.

FEDERAL LEGISLATION.

It is doubtful whether Federal legislation will accomplish much of what is desirable in the way of regulations for the adoption of safety appliances on railroads in the States. The difficulty generally with legislation in regard to safety devices has been that the law passed has required much at the hands of railroad companies when no means for the performance of the requirements are available, and it is difficult to understand how legislation by Congress can stimulate or anticipate human ingenuity in that respect.

With regard to couplers it might be deemed desirable, and perhaps necessary, when a real automatic coupler is discovered, to invoke the aid of Congress in securing its use by the railroad corporations in the different States, but beyond this, in my judgment, very little could be accomplished in that behalf by Federal legislation.

The heating, lighting, and brake questions will soon solve themselves without much of any legislation, State or national.

If Federal control is to be assumed in such matters, I am of the opinion that a board organized somewhat after the plan of our supervising marine would be preferable to a general commission.

FROM THE RAILROAD COMMISSION OF NEW YORK.

[By William E. Rogers, chairman.]

* * * * * * *

(1) At the time of the creation of the board of railroad commissioners of this State there were comparatively few statutory regulations providing especially for the safety of train-men, although there were a number providing for that of passengers. After the board had been in existence about a year, an act was passed upon its recommendation (chapter 439, laws of 1884) entitled "An act for the better protection of life and property upon the railroads of this State to promote the safer and better management of steam railroads."

[illegible] switch, [illegible].

[illegible] of warning signals at [illegible] while on [illegible].

[illegible] of [illegible] or sustaining [illegible].

[illegible] 1896, to couple [illegible] freight car to [illegible] this State.

[illegible] stop before [illegible].

[illegible] be equipped with [illegible] power brake to be [illegible].

[illegible] passenger car should be [illegible] passengers in case [illegible].

[illegible] steam railroad after the [illegible] passenger cars or other than [illegible] suspended [illegible] miles in length, [illegible] commissioners in special cases to [illegible].

[illegible] the pro- [illegible] being [illegible].

[illegible] * * * [illegible] can say with assurance that the [illegible] steam heating have been very generally [illegible] from time to time by the board [illegible] the passenger equipment of the railroads of the State [illegible] by steam from the locomotive [illegible] specially provided for by [illegible]. * * * Whenever a violation of a law is brought to the attention of the board of railroad commissioners it immediately takes [illegible] the State.

With regard to the other requirements of the law, the board is of the impression that they are generally enforced.

The board has in its employment an inspecting officer whose business it is to critically inspect the condition of the road-bed, ties, fish-plates, switches, bridges, and all other things connected with the permanent way of railroads, and also to see that the corporations comply with the provisions of law in all respects connected with the physical management of the road. This officer begins his inspection of the railroads as soon as the snow leaves the ground in the spring, and continues until the frost sets in in the autumn. He is enabled to visit every railroad in the State about once in two years. He makes a report to the board of the condition in which the railroad is found, with such criticisms and recommendations for the remedying of defects as he may deem proper. A copy of this report is sent to the president of the railroad with the recommendation of the board, if it approves of the recommendation of the inspector, that the suggestions of the inspector be adopted. An opportunity is given the railroad for a hearing and for a modification of the recommendation of the board.

Resulting from this inspection and from the measures taken by the board, there has been brought about an improvement in the physical

condition of the railroads of this State of which the public at large have very little idea.

The board has also given very special attention to the inspection of bridges. It requires each corporation to file with the board plans and drawings in detail of every bridge upon the line of its road with the strain sheet accompanying the same. The stresses upon every member of every bridge are re-calculated by the bridge engineer of the board, and if any structural weakness, deficiency of metal, or faulty construction is detected the corporation is notified of the fact and required to show cause why the bridge should not be strengthened or remedied.

This has been a most important and prolonged work. The strain sheets and calculations are in process of publication and within a short time the board believes they will be completed.

The critical inspection of bridges thus undertaken has led to the reconstruction of a large number and to the strengthening of a still larger number.

(2) This question is partially answered hereinbefore where your attention is called to the statute of 1884 regarding the same.

A bill has passed the legislature and is now before the governor requiring all corporations operating any line of railway by steam power in the State, by the first day of November, 1892, to equip all of their own engines and freight cars run and used in freight trains or other trains in this State with automatic couplers.

The board has no trustworthy information before it at the present writing as to what progress the standard coupler adopted by the Master Car Builder's Association is making. My impression, however, is that the progress is not very rapid.

(3) There was a bill introduced requiring the adoption of freight-train brakes, and it failed to pass the legislature this year. The board is not advised of there being any serious effort upon the part of railroads to equip their freight cars with air-brakes.

(4) The answer to the heating has been given hereinbefore.

With regard to lighting it may be said that a bill has passed the legislature prohibiting the use of kerosene oil, and is now before the governor awaiting his action.

The board is of the opinion that mineral sperm oil of 300 degrees fire test is a safe illuminating material. The use of oil of a lower test is prohibited already by statute in this State.

The board has given considerable attention to this subject, and its views may be briefly stated as follows:

In response to a resolution of the legislature, a public hearing was given on this and other subjects. With regard to lighting there were but two methods suggested at the hearing. One was by electricity, the other by stored gas. The method by electricity appears to be so expensive as to give but little encouragement to railroads to continue it.

There does not appear to be any trustworthy evidence that the present method in general use of lighting the cars with lamps in which mineral sperm oil, so called, of 300 degrees fire test is used, is dangerous. In case of collision or sudden shock the lamps are almost certain to go out. While, of course, candles would probably be safer in certain contingencies, it is very questionable whether the great inconvenience the public would be subjected to by such a dim light would be compensated for by the slightly increased safety.

The method of storing gas in reservoirs under the cars is one which

the board is not prepared to pronounce as more or less safe than lamps, there being no evidence attainable at present on the subject. The bursting of such a reservoir in a collision would let loose a highly inflammable material liable to catch fire and do great injury. The methods now being experimented upon by railroads for lighting cars, known as the "Pintsch" system and others, consist in storing gas, either common coal-gas or a gas from petroleum, in reservoirs under the cars. This board is not prepared to give such a system its sanction, certainly at present.

Since the board has been in existence there has not come within its knowledge a single case of a railroad car, either in collision or otherwise, in this State, having caught fire from the lamps.

It would thus appear that there is no very immediate necessity for legislation upon this subject.

(5) This question has been incidentally answered hereinbefore.

(6) I am of the impression that Federal legislation can properly be invoked to cover the matters of automatic brakes, uniform automatic couplers, and uniform couplers for steam-heating, and I see equally good reason why there should be Federal legislation with regard to these matters as with regard to safety measures for steam-ships and steam-boats navigating the rivers of the country.

In a report upon tests of automatic car-couplers, July 1, 1886, to be found upon page 179 of the first volume of the report of this board for 1886, the board uses the following language:

> To attain the main object of an automatic coupler, *i. e.*, to save the lives and limbs of trainmen, it is most desirable that but one device should be in universal use. If there is diversity it will increase rather than diminish the present dangers.
>
> There appears to be but two ways for this to be brought about, one by the operation of the law of the "survival of the fittest," the other by the creation by Congress of a commission to determine upon one coupler and compel its adoption by all companies engaged in interstate commerce.
>
> The first method, it would seem, will be slow beyond all computation from present indications. There appears to be no good reason, however, why the second could not be done.
>
> Under its powers to "regulate commerce among the several States," Congress has already prescribed rules for the inspection of hulls and boilers of steam-ships, for the examination of engineers as to their competency, for vessels being provided with boats, life-preservers, and for many similar things to insure the safety of travel by water.
>
> It would seem that the same power could and should be exercised to insure safety in the operation of railroads.
>
> From the diversity of the recommendations made by the States which have already acted on the coupler question, it seems to be hopeless to secure unanimity from them acting separately.

It is needless to say that, with regard to the many matters of safety involved in the proper maintenance of the road-bed, incidentally mentioned hereinbefore, they should be kept exclusively within the State control. Safety appliances, however, to be applied to the rolling stock moving from State to State, and requiring uniformity to be efficacious, should clearly, in my opinion, come within the Federal supervision, and if necessary, compulsion.

(8) It would seem that the simpler the agency the better. Probably no better method could be devised than to appoint an inspector, of the Interstate Commerce Commission, whose duties it would be to see that the Federal regulations with regard to these devices, viz, automatic brakes, automatic couplers, and automatic steam-couplers should be conformed to by the railroads throughout the country whose cars pass from one State to another.

FROM THE RAILROAD COMMISSIONER OF OHIO.

[BY W. S. CAPPELLER, COMMISSIONER.]

(1) The legislature of this State has from time to time, by legislation, sought to require railroads to adopt such measures as would lessen the number of accidents in the State. As far as my observation goes, the railroads have always complied to the statutory requirements. The general effect has been, I think, to lessen the number of accidents. The number per mile of line operated is much less than it was fifteen years ago.

(2) All passenger trains use automatic couplers. I am unable to say what the attitude of all railroads is towards the standard coupler. The consideration given the matter by the Master Car-Builders' Association, should have, and no doubt will have, considerable weight with railroad operators.

(3) Some of the trunk lines, viz, the Pennsylvania Company, the Lake Shore, and Baltimore and Ohio have within the past year fitted up some through freight trains with automatic brakes, but I doubt if the expense is not too great to come in general use. For the coming brake for freight trains, in my judgment, we will have to depend on electricity. The experiments that are being made give reason to hope that such can be applicable to freight trains at a nominal cost.

(4) We have no statute in this State against coal-stoves for heating or oil-lamps for lighting.

(5) All passenger trains are required to carry saw, ax, and sledge, and water-buckets for extinguishing fires, also all roads are required to block frogs and guard rails so as to prevent the feet of employés or others from catching in them. Safety gates or flagmen are required at street crossings when, in the judgment of the commissioner, they are necessary.

(6) States in themselves may legislate for safety devices, but the confliction of legislation by States has a tendency to embarrass trunk-line roads operating in different States. It would therefore be much better if Federal legislation could be had, thus making it uniform, and which in time the small roads of the State would adopt themselves.

(7) Federal legislation in regard to coupler, train brake, car heating and lighting, would be far preferable to State legislation; its uniformity would be its greatest virtue, but, upon this subject, only such appliances should be adopted as have been thoroughly tested and approved by the Master Car-Builders' Association, which it is safe to say is, or should be, unprejudiced and without favoritism.

(8) Federal legislation, to be expedient, should be administered by the State commissions, where they exist, thus avoiding duplication and confliction of orders. The Federal Government might make such appointments, giving preference to existing boards where they exist, thus lessening the expense both to the State and Federal Government and insuring the highest measure of service.

In my report of 1887, I held, and still hold, that it was against public policy to burden railroads with unreasonable legislation; that the public would demand friendly relations with the railroads, the one the accommodating servant of the public, and the other just and reasonable in all its demands. If the statistics could be compiled, I believe it would be shown that the percentage of accidents, while more frequent than they should be, is in fact no greater than the percentage arising from other causes of equally hazardous employment. There is an infatuation about railroad train service that is enticing to young men

who are not particularly developed in the bump of caution. Accidents pervade all business, trades, and professions—steam, gas, electricity, builders, and so on to the crack of doom. Much has been done, and much more can be done to lessen the percentage of accidents. If Congress can by wise legislation contribute in that direction, it will have rendered an everlasting service.

FROM THE RAILROAD COMMISSIONERS OF OREGON.

[By G. W. Colvig, J. P. Faull and Robert Clow, commissioners, G. A. Waggoner, clerk.]

* * * * * * * *

(1) The State of Oregon has no legislation on the subject of safety appliances on railroads.

(2) The Miller coupler on passenger cars is in general use. No automatic coupler is in use on freight cars on any of the lines in this State. There is no prospect apparent of any uniform safety coupler being adopted unless it should be enforced by an act of Congress.

(3) Freight trains are managed largely by means of hand-brakes on all of the lines in Oregon. No company so far as this board is informed has a complete air-brake system in the State.

(4) All passenger cars in this State are heated by means of stoves and lighted by oil lamps.

(5) The board is not informed of any other safety devices being introduced in Oregon.

(6) The board believes that some system of automatic couplings should be adopted by the General Government, but that it should only require the same to be put on all cars constructed after the passage of the act. The reason for such a system is that the board believes it would greatly lessen the number of deaths and injuries which result from hand couplings.

(7) That the board has no suggestions to make in relation to lighting cars by electricity. That some method should be adopted for car-heating other than that of stoves.

(8) The board believes that the Federal authority should have an inspector of railroads for each State. He should have power to grant a license to railroads to operate roads for freight or passengers within the State. He should be required to examine under oath and by proper interrogatories all applicants for the position of engineer or conductor on any train or engine, and if found qualified to grant such person a license to act as such. He should have power to compel all companies in the State to cease running until it complied with the law by having duly qualified train-men.

EXTRACT FROM A LETTER FROM GOVERNOR E. W. WILSON, OF WEST VIRGINIA, DATED SEPTEMBER 26, 1889.

As a matter of fact, there is not a railroad in the United States but more or less conveys freight destined to another State, and, therefore, it would seem that Congress has the power to compel the use of safety appliances; this, of course, on the assumption that the power to regulate, etc., carries with it the authority to legislate upon the mode of conveyance.

OTHER STATES.

Brief replies indicating in nearly all cases an absence of legislation on the matters treated of in the circular, were received from Alabama,

Dakota, Florida, Illinois, Indiana, Iowa, Minnesota, Mississippi, North Carolina, Washington, and Wisconsin.

FROM THE MASTER CAR BUILDERS' ASSOCIATION.

[By W. McWood, president, and John W. Cloud, secretary, for executive committee.]

Your printed circular of May 17, 1889, addressed to the Master Car Builders' Association, which accompanied your letter of June 6, to the secretary, was read before the association in convention at Saratoga, N. Y., on June 27, and referred by the convention to the executive committee for reply.

The points of inquiry, either expressed or implied, upon which this committee is best prepared to furnish information are those relating to the construction and equipment of passenger and freight cars. Many of the railroads represented in the Master Car Builders' Association have been obliged by State laws, intended for public protection, to make important changes in the coupling of freight cars, which render the cars less facile of interchange with other railroads in the same State as well as in other States, by making them more dangerous to couple in many cases when adjacent to cars of other railroads, so that it is doubtful, in the absence of any carefully sifted statistics, whether the laws have resulted beneficially.

This association has for the past twenty years appreciated the great importance of uniformity in freight-car couplings throughout the United States and Canada on account of the vast interchange of cars, and it long ago established a standard height from top of rail to center of coupling, as well as a standard link and standard buffers with standard location on end sills, so that cars of all railroads might be coupled together with equal facility. We are aware that damage sometimes happens to men in coupling by this method, either from carelessness or otherwise, even when these standards are followed, but we think the establishment and maintenance of these standards has been beneficial, and we do not think it wise to disturb this uniformity unless it be supplanted by uniformity again in a form which is less dangerous to operate, and we believe that the present lack of uniformity, if allowed to be perpetuated, and still more so if extended by other State laws, will introduce more dangerous circumstances than it will eliminate.

Putting continuous or train brakes on freight cars is largely a financial question which this association does not attempt to handle; the mechanical questions have been pretty definitely settled, so that good efficiency may be surely had.

Heating and lighting passenger cars more safely is a problem not to be pushed too vigorously until better methods are proven, as an imperfect system once established is hard to eradicate, even after more perfect methods have been developed, in which purity of air has been properly considered.

In regard to safety appliances and practices in general, a large part of the time and attention of this association is given to perfecting plans and adopting rules of construction and inspection for numberless details, so that the lives of men may not be jeopardized when it is possible for human ingenuity and foresight to prevent it, and if the proposed action of your Commission will surely further this end and will bear equally upon all cases of same class doing service in the United States, the Master Car Builders' Association will welcome it as an efficient aid to the accomplishment of what it seeks to do.

FROM THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

[By James F. Walsh.]

Your letter, also circular of inquiry of May 17 addressed to P. M. Arthur, grand chief engineer Brotherhood of Locomotive Engineers, were by him referred to me with the request that I make answer at as early a date as possible. I therefore make it the object of this letter to answer your queries and will endeavor to follow in the order they are presented.

(1) Outside of a law passed by the State legislature at its last session in reference to the heating of passenger cars by steam, I may say none.

(2) The tendency on the part of trunk lines and the roads directly connecting is to equip that part of their freight equipment used in the transportation of live stock and perishable property with the automatic coupler. Should the present feeling continue, the prospects for a general movement in this direction appear bright. The progress is slow at present, the drawback appearing to be the increased cost of the new couplers and the discarding of the old ones as long as they are serviceable, also the slowness of some of the roads to take hold of anything that tends to increase their operating expenses, each management endeavoring to make a favorable showing.

(3) The progress in this direction is also very slow. That part of the equipment mentioned in the foregoing answer is also being equipped with power (air) brakes. The progress in this direction in point of safety to train-men and general safety is far from being satisfactory. The weight of a freight train of to-day is double and in many instances treble that which it was a few years ago. The speed of freight trains has been increased in equal proportion to the weight, but, unless where a few of the cars equipped with a power-brake are in the train, the facilities for bringing the train under control have not been increased. When one-third or more of the cars in an ordinary freight train are equipped with the power-brake the necessity for train-men traversing the tops of cars is reduced to a minimum.

(4) There is a general movement at present towards equipping passenger cars with steam-heating apparatus.

(5) In reference to the adoption of safety devices which do not come under the notice of the general public the tendency is to drag very slowly.

(6) However undesirable to the railway companies Federal legislation might be, in justice to those employed on the roads and to the traveling public, some definite action should be taken looking towards the adoption of safety devices, such as signals being placed on all switches and at grade crossings, also the keeping of watchmen at these crossings to change the position of the signals so as to permit trains having the right to pass, while indicating to others that the track is not clear.

Also the erection at a safe distance from points of danger a signal that may be seen by train-men at night or during bad weather indicating their close proximity to such points.

(7) Without Governmental action it does not appear that any general movement will be made in the near future in reference to the adoption of safety appliances. The Janney type of coupler is meeting with a great deal of favor for freight cars, the main features of this coupler having been approved by the Master Car Builders' Association.

The Westinghouse improved automatic air-brake is being used when power-brakes are being applied to freight equipment.

Steam from the locomotive is the most simple and easily handled for heating purposes.

For lighting purposes, electric appliances as at present constructed are too expensive to justify their compulsory adoption when the slight danger to damage from the present form of non-explosive lamp is considered.

(8) As to the expediency of Federal legislation, I do not think that without it the adoption of life-and-property saving devices will ever become general, and the result will continue to be the periodical recurrence of accidents, causing great loss of life and damage to property through a desire to make a dividend-paying railroad out of one which should never have been constructed.

Without Federal inspection Federal legislation in reference to those matters will not have much force.

As to the manner of inspection, my idea would be a division of the country into districts, the size of the district to be governed by the number of miles of railroad. An inspector to be appointed for each district, he to be an experienced railroad man. His duty to be an inspection at frequent intervals of the roads and their equipment. Should his attention be called to a dangerous place in the road-bed, inferior or unsafe material or machinery, or to the neglect of duty or intemperance or incompetency on the part of an employé, he to have full power to act in the case pending an appeal to those in authority over him.

FROM THE ORDER OF RAILWAY CONDUCTORS.

[By William P. Daniels, grand secretary and treasurer.]

Your favor of the 17th instant to Mr. Wheaton, together with accompanying circular, has been referred to me for reply.

(1) I am not informed as to legislation in different States in regard to safety appliances; I believe Michigan has a State law requiring automatic couplers, and there is now pending in New York an act to compel railway companies to equip all rolling stock with automatic brakes and couplers. This bill was introduced by request of members of the Order of Railway Conductors, and I inclose herewith a copy of it. It has been amended by the New York legislature, but I am not informed as to what the amendments are.

(2) In this respect also I am not well informed, my time and attention being so fully occupied by other matters that I have been able to give this matter of brakes and couplers but little attention. So far as I can judge, railway companies seem to wish to adopt both automatic brakes and couplers as fast as they can consistently do so, and I think the Western railways are generally favorable to the standard adopted by the Master Car Builders' Association. Several of them are now equipping all new stock with both this standard coupler and the Westinghouse automatic brake and replacing old couplers with the standard whenever repairs are necessary.

(3) Is partially answered in reply to second. The progress made by railways in the matter of safety brakes is not entirely satisfactory to train-men, for the reason that a majority wish to see such brakes placed in use immediately on all trains without regard to possible financial consequences. I do not think any appliances can possibly be adopted that will obviate the necessity of brakemen traversing the tops of cars.

The adoption of the Westinghouse automatic brake does away with this necessity, to a great extent, but every practical train-man will agree with me that on heavy grades, approaching stations or other places where a stop may be necessary, brakemen should and must be on top of trains and ready for duty in case of any possible failure of automatic brakes.

(4) Considerable progress is being made in the way of steam-heating for passenger trains, and while many railway companies claim that the use of steam has not yet been proved to be practicable, others, and among them those who have used steam longest, report entire satisfaction. In view of the possible danger from fire in case of accident, I do not think satisfactory progress is being made by railway companies generally in this respect. So far as I can learn, but little is being done to do away with oil lamps for lighting cars; some few companies are experimenting with electricity, and one at least has demonstrated that it can be successfully used. As to comparative cost I am not informed. I think progress in this respect is very unsatisfactory, and I think Federal legislation, if not too radical, is very desirable, and do not think of any tangible reason for opposing such legislation. In respect to brakes and couplers, while a very important matter, it is, I think, secondary to heating and lighting, and in any legislation care should be taken not to unreasonably burden railways that may be financially weak.

(5) The old bell-cord and engine-gong should be driven out of existence immediately. It is extremely unreliable and consequently very unsafe. Much better appliances are in use, yet one State compels by a State law a railway that has equipped all its passenger trains with an almost perfect signaling appliance to continue the old bell-cord and gong.

(6) Partially answered in reply to fifth; I think there should be Federal legislation prescribing severe penalties for unauthorized tampering with train signals and brakes; this is a common source of annoyance and danger.

(7) Legislation in regard to couplers, if any is had, should, I think, merely provide that all roads shall have all their rolling stock equipped with couplers that will couple automatically with the Master Car-Builders' standard. This would of course be objected to by many and with apparent good reason, but in this as in other matters in this connection, the safety of human life and limb is the principal end to be attained, and in these days of unlimited exchange of cars the main object would be defeated if different roads used different types of couplers which would not couple automatically with any and all others in use. Exactly the same thing should be kept in view in regard to brakes. I am not well enough versed in constitutional law to know whether any certain appliance can be prescribed, but any legislation that does not provide for a general exchange of rolling stock without interfering with the operation of either couplers, brakes, or any other train appliance, is, in my opinion, utterly useless. Federal legislation is much preferable to State legislation on any of these subjects, for it would have the natural effect of making equipments more uniform, and railways which might not be directly subject to Federal control would be so intimately connected with others that such legislation would produce the desired result.

(8) An experience of over twenty years in almost every branch of train service, including the control and running of trains and locomotive engines, has convinced me that there should be a thorough system of Federal inspection. My experience has shown me that of those

directly connected with train service the conductor occupies the most important position, bears the greatest responsibility, and upon him rests the burden of responsibility for a majority of those accidents due to other than unavoidable causes. He has control of all employed on the train and is held by his employers responsible for any failure, not only on the part of himself, but on the part of every other person employed on the train. He should be, and by the rules of some railway companies is, required to be competent to perform the duties of every other person on the train, including the engineer. I believe that conductors should by all means be subject to an inspection provided for by the Federal legislation, and the result of some six years' study on this subject is embodied in a bill introduced in the House of Representatives January 10, 1888, by Mr. Cummings, of New York (H. R. 4289), a copy of which I shall be glad to send you if it can not be conveniently procured there. The next in importance and responsibility is the engineer, and while it might be desirable to include locomotive engineers in any inspection provided for under Federal authority, I believe that the desired object will be fully attained by inspection for conductors alone; and inasmuch as there will be much opposition from those interested and affected by such legislation, I think it would be wise to make the experiment with the conductor alone, adding the necessary provisions for including any others after practical experience shall demonstrate the benefit of inspection for one class and the need for including others. Engineers almost unanimously oppose any legislation of this kind except that which will aid them in successfully carrying on a "strike" (note bill introduced in Illinois general assembly during present session). The more intelligent conductors are in favor of Federal supervision, and one reason is that they believe it will prevent "strikes," and section 21 of this H. R. 4289 is intended to have that effect. A copy of this bill will complete my reply to this eighth, as to how a board should be constituted, etc. I will simply add that, to avoid serious opposition from those affected, any board must be composed of practically experienced men, the great objection on the part of all being the fear that the inspection might be by technical experts and scientists who have no actual practical experience. * * *

FROM CHARLES F. ADAMS, PRESIDENT OF THE UNION PACIFIC RAILWAY COMPANY.

I have to acknowledge the receipt of your favor of the 10th instant, covering a circular in relation to the propriety of making the mechanical features of railroad work the subject of statutory regulations.

I can merely say in answer to this circular that the subject is one which has engaged my attention for more than twenty years, viz, as a railroad commissioner in the State of Massachusetts, and more recently as the president of a large railroad company.

The whole result of my observation and reflection for this entire period has been to satisfy me that all statutory regulation of this subject is unwise and impolitic.

This conclusion is based on the following reasons, viz:

First. All statutory regulation, so far as I know, implies a monopoly on the part of those whose appliances are to be used.

Second. The railroad companies of the country are now under the heaviest possible bonds, in the shape of damages sure to be rendered against them by juries in case of disaster arising from carelessness.

Third. If they are to be held to this responsibility, they should be

allowed that liberty of action which is necessary to protect themselves. It is unfair that the legislatures should in the first place prescribe what appliances they shall use, and then for juries to inflict heavy penalties in case of accident in using them.

Finally, if there is one miracle which has been worked during the last century, it is the miracle of safety with which millions of passengers are annually carried over the railroads of the country, with a percentage of loss and injury which is simply marvelous for its smallness. This result has been brought about by the companies working under the penalty of damages found by juries in the case of disaster. Judging by results, I am unable to see why the system has not worked well, and why it should not therefore be left alone. * * * *

FROM JOHN W. CLOUD, SECRETARY OF THE MASTER CAR-BUILDERS' ASSOCIATION.

* * * * * * *

While I can not give any adequate history of legislation looking toward the safety of railroad employés, and the public generally, in any State, yet I have had personal and practical acquaintance in some States with the efforts on the part of the State commissioners and of the railroad companies in trying to determine what to do and in following these decisions practically, especially in regard to safety couplers for freight cars and in regard to heating passenger cars, which a number of States now have regulating statutes for with the details placed under the supervision of a board of railroad commissioners in such States. While it may not be universally true, it seems that fear of possible damages which may be shown to have resulted from a failure to comply with these statutes, and which may be awarded upon action brought in the courts against any railway company, is the principal means relied upon to enforce such legislation up to this date.

In the absence of positive data, so hard to get in such matters without the aid of a board having Federal authority, it is impossible to say what has been the general effect of State legislation in regard to any of these matters, but in the important matter of safety in coupling freight cars it seems probable that the aggregate result has, up to the present time, been the reverse of what was intended by the legislators. When it is remembered that freight cars run over all railways as freely as at home, and that our numerous State lines form no barrier to their movements; when the large number of devices differing radically in construction, all of which may have equal claim for hearing and consideration before the State board is considered; when we consider the number of railroads forming by their several junctions through lines of transportation over which any car may pass; when it is remembered that the construction of freight cars throughout the United States and Canada is such that the couplers are the first points of contact, and, finally, when we consider the fact that all safety and automatic couplers have provisions for coupling by link and pin, which are used to couple with the old style as well as with most other automatic and safety couplers by hand, we may well appreciate why the operative looks with fear upon the ever-recurring new combination which he has to operate at increased risk of his limb on the first trial, and why he prefers the old uniformity which he has become accustomed to, rather than the new forms presenting so many new doubts and experiences.

There is no doubt that there are couplers which, if generally used *throughout* the United States, would be safer than the prevailing prac-

tice, but unless Federal aid is had in introducing such couplers universally, the case seems almost hopeless to those of us who have had to do largely with it. The Master Car Builders' Association, comprising representatives from all the principal railroads in the United States and Canada, has worked earnestly for a number of years past in trying to reconcile individual preferences and reach a standard universally acceptable, and while it has made marked progress during the past three years, the results of its labors are not as satisfactory as they should be because the association has no power to enforce compliance on the part of railroad companies, and its organization and operation are such that it can not have such authority in matters of this character. Many railroads are following its recommendations, and many others, though members of the association and obliged by State law to use some form of safety coupler, are not following them, because they justly consider that the association may have erred in its recommendations, but they do not perhaps fully consider the facts that compliance, so as to get uniformity, will result in good even if the device is not the best, abstractly considered.

In the matter of continuous or train brakes on freight cars the progress has been slow, no doubt on account of the first cost of such appliances. In this matter there is a good degree of uniformity of opinion as to what is the best to do, which has resulted largely from the labors of a special committee of the Master Car Builders' Association. The mechanical question being thus solved to general satisfaction, it is much simpler than the coupler problem, and to many of us it seems perfectly clear that the necessary expenditure for the equipment would be a wise investment, financially, if the question of greater safety to life is not considered at all, because the same amount of money invested in cars with train brakes will do the same or greater freight-carrying service, and do it with greater safety to the property and freight, on account of the higher speeds which may be safely run. On some western railroads the freight-train brake is generally used, but east of the Mississippi River there is probably not one freight train in one hundred that can be handled without the necessity of brakemen traversing the cars, an occupation which can not be appreciated in all its dangers without personal experience in doing it on a damp night when the temperature is below the freezing point.

In regard to heating and lighting passenger cars there are laws in some States which may do good service to the traveling public, but they are not in the main well considered and they generally omit the important question of ventilation, the result of which has already been evidently bad in many instances; good health is perhaps next in public importance to life itself, and the badly ventilated car, with heat uncontrolled, is liable to result injuriously in a direct manner upon the health as well as indirectly upon the life on account of violent draughts from opened windows beyond one's personal control. This matter should be very thoroughly considered before any legal authority is brought to bear enforcing compliance with certain laws.

The same in general may be said with regard to nearly all safety appliances and practices for railway use, and if any Federal legislation is had in regard to such matters, and if a board is constituted with authority somewhat analogous to that of the British Board of Trade in such matters, it will be hoped by all true friends of progress and prosperity that its personnel will include engineers of wide experience in matters it will have to handle, who are at the same time progressive men, so that they may fully understand the conditions but not accept

the existing state of things as the best and only practicable state. They should be qualified to direct experimental inquiry when necessary, by the aid of railroad companies, in such a manner as to reach reliable conclusions with the least expenditure of time and money, for many of the questions which would come before such a board can not be safely decided without such inquiry. The railroad companies themselves are, as a rule, fully occupied with questions of transportation, and with a few notable exceptions they follow old practices by force of necessity, and a Federal board would not fulfill its proper functions unless it were a demonstrator, in a certain sense, of better practices in some particulars important to the safety to life and limb. * * *

FROM THEO. N. ELY, GENERAL SUPERINTENDENT OF MOTIVE POWER OF THE PENNSYLVANIA COMPANY.

* * * * * * * *

Mr. Wall, superintendent of motive power of our Southwest system, wrote you a reply to a circular of inquiry of a similar nature to that under consideration.

The letter was submitted to me before forwarding to you, and in it Mr. Wall gave you an indication of the status of our Western company upon the subjects treated.

The lines east and west of Pittsburgh are governed by the same standards of construction (furnished from this office) and the principles relating to their adoption are the same; so that it will not be necessary to here repeat what Mr. Wall has already written. The total number of freight cars east of Pittsburgh and Erie is 58,382, of which 2,341 are equipped with Janney couplers, and we are gradually putting them on the rest of the rolling stock.

These figures taken with those you have obtained from the Western lines, will give you the particular information desired.

Your circular answered by Mr. Wall was of date April 1, 1889, and the one addressed to me of date May 17, 1889.

Replying to the latter:

(1) I think that legislation has been made only in States where there are railroad commissioners; in this event, the question could best be answered by such commissioners.

(2) This question is fully answered in Mr. Wall's letter, which, as aforesaid, are the conclusions and opinions reached in the meetings of our officers here.

(3) All the locomotives of this company east of Pittsburgh and Erie, both freight and passenger, have been fitted with air-brakes for several years, and used as an aid to brakemen in handling trains.

Air-brakes have now been applied to 2,281 freight cars, and we are gradually supplying them to all freight cars which are liable to run in high-speed freight trains.

It is impossible to say at this time what influence this will have upon the safety of train-men, and to what extent it will be necessary for them to traverse the tops of the moving trains when the whole equipment shall have been fitted with brakes.

(4) The question of safe lighting of passenger cars has been constantly before this company, and compressed coal gas, which has proved itself to be very safe, has for many years been used on the main line.

On our branch and isolated lines a very high fire test burning oil (300 degrees), from which there is no possible danger of explosion, is used.

Every purchase of oil is carefully tested in our chemical laboratory at Altoona, and that which does not fully meet our specifications is never used under any conditions.

We have not, however, been satisfied with the quality of our car lighting, and in the largely-increased equipment of our present system it is very inconvenient.

For several years we have been experimenting, and are now introducing the carburetter system of lights in sufficient number to ascertain whether they will give as good results on a large scale as they have given in an experimental way. We think this light is as safe as any practical system of lighting that we know of.

There have been some twelve or fifteen parlor cars lighted by electricity, exclusive of our limited express trains, for two or three years; but we do not consider this means of lighting practicable for general use, at least as far as developed at this time.

In the matter of heating passenger cars, our experience with the stoves that we use has been such that we have not deemed a change necessary from the stand point of safety.

We have, however, had the matter under consideration for the past six or seven years, with some interruptions, with a view to obtaining a more satisfactory means of heating; but we do not feel at all sure that we have solved the problem, although the progress made in our experiments with steam heating during the past winter is quite encouraging; we know of no system of steam or other continuous heating that has been so far developed that it can be pronounced a success.

(5) Improvements of a greater or less magnitude are constantly being made in equipment for the purpose of making travel on both freight and passenger trains safer; but there are none which need be specially mentioned.

(6) I am clearly of the opinion that Federal regulation of the matters under consideration would not be desirable, but do think if the Interstate Commission would from time to time make suggestions for improvements the moral effect would be good, and that it would tend to keep alive the spirit of progress.

Wherever State legislation has been had upon the mechanical appliances of railroads, the results have, as a rule, been disastrous, arising from the fact that no commission or board of experts that it would be possible to organize could decide definitely as to the relative merits of the devices which might be presented, and as to whether a chosen one would practically meet the purpose for which it was intended.

I think I am seconded in this statement by every officer in the land that has had charge of the development of railroad practice. The extreme difficulty of making decisions where radical departures are involved can be appreciated only by men who have devoted their lives to work of this or an analogous kind.

The adoption of what is known as the Master Car Builders' type of coupling is a good illustration.

For a number of years a party of men most earnestly desiring to obtain a coupling which would meet the requirements of progress labored diligently, and only within a short time have they been able to recommend to the roads they represented a type of coupling.

The interest which this company took in the matter before the convention enables me to state unhesitatingly to your Board, that I do not believe the results would have been as soon reached through either Federal or State action.

The Board may safely assume that the important trunk lines will ad-

vance in all matters relating to the safety of life and limb as rapidly as their experiments and investigations will warrant them in making changes in existing methods.

It further follows that the self-interest of the smaller lines will make it imperative to adopt the improvements agreed upon by the trunk lines.

Further, the laws of many States exonerate railroads in case of loss of life, injury, or damage to property only where the latest-known improvements for preventing the same have been adopted, and the existence of such laws is a powerful factor in stimulating railroad officers to look carefully into the questions of safety in every particular.

There is another phase of this question, which has not, to my knowledge, been considered by any railroad commission, neither is it implied in the circular of the Federal Commission, namely, the quality of material used in railroad structures, roadway and rolling stock.

Should legislative action be deemed advisable for such matters as couplings, heating, etc., it would be as pertinent to extend such legislation and prescribe what kind and size of material should be used for car-axles, wheels, rails for the road-bed, and that used in bridges; as, probably, the safety of life and property is more affected by these latter items than by those mentioned in the circulars, yet no commission could possibly venture to prescribe in these latter cases.

The Interstate Commission could do much toward disseminating information upon various subjects relating to the accidents on railroads and the causes of same by having it prepared in a proper manner and forwarded to railroad managers.

To be more valuable, this information should be very accurate, and if made so, railroad people would be very glad to have the data.

It would be an education to them in presenting facts derived from various conditions of service, and would call their attention to matters which are the most important to remedy.

Some of the States already have reports of this kind, but they are not compiled and are of no assistance to railroad officers.

A few railroad newspapers have undertaken to collect information of this kind, but with indifferent success.

If the Board will undertake a work of this kind, accompanied by any suggestions or observations which may come to them and give it free distribution, it will unquestionably be of practical use, and such communications would be well received by railroad companies.

This will be better than any attempt at Federal legislation, telling railroads to use this or that device. * * *

FROM M. N. FORNEY.

[Published in the June number of the Railroad and Engineering Journal.]

[Condensed.]

The Interstate Commerce Commission has issued a circular which may be regarded as the first reconnoissance in a contest which will probably last for some time, and may be exciting before it is ended. At present there are probably 2,000 railroad employés killed and 10,000 more or less seriously injured annually on the railroads in this country. That railroad companies and their officers will resent any interference which will compel them to give greater protection to the lives and limbs of their employés may be expected. Not that such officials have less humanity than any other class, but mankind generally, and especially that part if it which is placed in official position, is prone to make

for itself little puddles of prejudice, ignorance, and indolence in which it loves to wallow, and is quite sure to resist being disturbed, no matter how urgent the reason is for doing so.

The fact that traffic is now not only national but international; that cars from California may be found in New Brunwick, and that those whose home is near the Halls of the Montezumas—metaphorically speaking—are at times sheltered under the ramparts of Quebec, is reason why the question of railroad safety appliances can not be adequately controlled by local State commissions, but should be under interstate or, perhaps, international authority.

To secure the adoption of uniform safety appliances all over the country is a very big contract, and the difficulties in the way are very great. In the first place, it is not easy to know what should be done. Who is there who would be regarded as adequate authority for saying what coupler will save the most lives and be the least dangerous? How should dead-blocks, ladders, steps, running boards, "grab-handles," etc., be arranged so as to give the greatest protection to life and limb? With the multiplicity of methods of heating and lighting cars, which one should be used? And as those arts are still in the evolutionary stage, if one of them is the best now will it continue to be the best? To say authoritatively which is the best will require a bureau of railroad engineering, and then the responsibility will be transferred from the railroad companies.

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A very full investigation of the question of legislation with reference to railway accidents was made by a commission appointed by the British Parliament in 1874. This commission made an elaborate report in 1877, which, with the evidence submitted, forms a volume of more than 1,200 pages. It is full of interesting and valuable information. It contains a great deal of testimony bearing upon the question of legislation for the prevention of railroad accidents. Some of the evidence was given by T. R. Farrer, esq., permanent secretary of the board of trade, and by Captain (now Sir Henry) Tyler, who for a long time was an inspecting officer of the board of trade, which in Great Britain exercises more or less control over the railroads of the kingdom. A considerable amount of inquiry was made by the commission with reference to the advisability of enlarging the powers of the board of trade for the prevention of railway accidents.

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Both the witnesses named were strongly opposed to any, or at least favored very little, extension of the power of the board. Their testimony with reference to the limits of government interference with railroad companies may, therefore, be accepted with more confidence than it could be if those who gave it sought an extension of their authority.

In a "memorandum" on the expediency of creating additional powers for the prevention of railway accidents, after referring to the fact that some companies had not readily adopted improvements in railway construction, Captain Tyler said:

> At the same time it is to be observed that during the past five years such improvements have made much more rapid progress than during any previous period of railway history. The series of annual general reports on accidents, in which all the causes have been minutely analyzed and all the remedies carefully set forth, has been mainly instrumental in producing this effect. The weak points on various railway systems have thus been demonstrated. * * *
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> If only the same process be continued, the same care be taken, and the recommendations found necessary be persistently and publicly made in the same way from year to year, similar beneficial effects may be expected to accrue in future years with con-

stantly accumulating force, and the railway system of this country will attain generally a very high degree of efficiency in all respects, including matters appertaining to public safety.

The companies have in this way been induced, under the stimulus of official recommendation, backed by well-informed public opinion, themselves to carry out improvements in construction, appliances, or working, in the success of which they were mainly interested. They have satisfied themselves of their utility before adopting them, and have employed them on their own responsibility. They would not have the same interest in the successful working of improvements forced upon them under the orders of a tribunal, and many other disadvantages would be experienced in the application of any other form of direct compulsion. The companies would be partially relieved from their responsibilities, further invention and improvement would to some extent be discouraged, and undue responsibility would inevitably be thrown upon the tribunal. So long as railways are in the hands of companies, working for a profit, they must be managed by the officers of those companies. The directors and officers being directly exposed to the influence of public criticism, a more powerful effect may thus be produced on them than that which they feel from any pecuniary obligations which they may or may not incur in cases of accident. But if, in working their various systems, under different conditions and in different localities, they were subject to the direct instructions of a general tribunal, they would then be able to plead in the event of an accident that they had not been called upon to provide the means by which it might have been avoided. The responsibility might thus be thrown back upon the tribunal, and public opinion would be diverted, with the eager assistance of the legal advisers and officers of the companies, toward the proceedings of the tribunal, which would be ill able to defend itself, and would be exposed from time to time to the obloquy of not having been sufficiently active in requiring improvements in various parts of the country by means of which serious accidents might have been avoided. The tribunal, helpless as to any control over the actual working of the railways or the discipline maintained among the servants of the companies, would, when thus attacked, become, in self-defense, more and more exacting, and its tendency would be to err in the extreme of excessive interference. Its end would be ignominious, under a joint and hostile outcry from the companies and the public. It would be accused at once of meddling mischievously and of not interfering sufficiently, and would fall under the imputation of inefficiency and want of judgment as accidents occurred to afford, rightly or wrongly, opportunities for angry criticism. Questions of compensation to injured passengers would also be materially complicated, as blame was bandied backward and forward between the tribunal and the companies.

There would, of course, be the greatest difficulty in determining the amount of interference which such a tribunal should exercise. There are many well-recognized requirements; if the tribunal had power to enforce any of them, it should enforce them all. It would be almost impossible to draw a line. On the discovery of any new means of safety, real or supposed, the tribunal would have power to enforce its adoption. If it should turn out to be less successful in practice than was expected, or if it should in some unforeseen way lead to mischievous results, the position of the tribunal would not be improved, and an outcry at one time for the universal adoption of some particular improvement might be succeeded by another outcry at some other time for its abolition, or for some other improvement in place of it.

Looking to the history of the past five, ten, and twenty years, respectively, it will be seen that improvement, which has been more or less gradually progressive, has also advanced more rapidly within the shorter periods, and it may be taken for granted that further improvement will continue to be made in almost every branch of railway construction and apparatus. While recommendations, as at present made, may be general, and may deal with principles, any attempt to compel companies to adopt them would necessarily deal with specific apparatus. The requirements enforced by any tribunal would, therefore, be specific, and the tribunal would be obliged to prescribe the particular appliance and apparatus to be adopted, or, in other words, to decide between competing inventors on the respective merits of their inventions. What was considered to be the best at a particular period would be insisted on for application on all railway systems, and its general adoption would tend to act as a bar to future improvement.

In giving his testimony, Mr. Farrer, the secretary of the board of trade, submitted in writing a short outline of what had occurred to him on the subject of the limits of government interference with railway companies, from which the following extracts are made:

(1) The railway companies have no right to object to any interference requisite for securing the public safety. They have a monopoly of public traffic, and are bound to do whatever is necessary for that object.

(2) Nor is it necessary to argue that railway administration is perfect. It may be admitted that, though their business is in general well and ably conducted, they are sometimes poor, sometimes niggardly, sometimes slow, and sometimes obstinate. Railway companies have also some of the defects of public departments in the size and cumbrous character of their official machinery, and in the remoteness of the bearing of the important motive of self-interest on the directors and managing officers. * * *

(5) But after all these admissions, general interference with the administration of railways is objectionable on the following grounds:

(6) By such interference you are setting two people to do the work of one. Double management is notoriously inefficient. One bad general is better than two good ones.

(7) You set those who have less experience of management and less personal interest in the result to control those who have more.

(8) Control is either apt to become formal and a sham, or if zealously and honestly exercised, to be rigid, embarrassing, and a hindrance to improvement.

(9) Many excellent things, the adoption of which is desirable for public safety—*e. g.*, the block system, interlocking points and signals, efficient brakes, properly constructed ties—are not things which can be once for all settled, defined, and prescribed, but things of gradual growth, invention, and improvement. Had any of these been prescribed by law at any past time they would probably not have been what they are now, and were they now prescribed and defined by law future improvement would be checked. This is a most insidious form of evil, for we do not know the good which we thus prevent. It is no answer to say that government control would be intelligent, and would encourage improvement. It is not government or its officers who invent and adopt inventions, and those who do so are far less likely to improve when Parliament or government has defined and prescribed a definite course, the adoption of which frees them from responsibility. * * *

(12) Lastly, it is impossible to maintain at the same time any general system of government control, and any effectual responsibility on the part of the companies. At present the companies are responsible to public opinion and to Parliament before which they have constantly to appear, and they are under heavy liabilities for accident and danger in courts of law. Once admit government control and these liabilities are at end. No one can find fault with a company for that which the government has sanctioned. With a system of control, even government inquiry will be useless, for the government officers would be inquiring into their own acts. * * *

(15) It is scarcely necessary to add that the reasons against government control which are above advocated are entirely consistent with a thorough system of government inspection and investigation. The function of throwing light on all parts of the railway system, of investigating all alleged dangers, whether accidents have happened or not, and of ascertaining the true cause of accidents which do happen is one which the government can exercise with the utmost possible advantage and without fear of dangerous results. It is one which is useful to the companies, for it points out to them real sources of danger, and relieves the public mind where there is unfounded apprehension of danger. It brings to bear on the companies the powerful motives of fear of public opinion, of parliamentary pressure, of apprehension of loss of traffic, and of legal liability for damages. And it does this without ulterior ill consequences. It is because these forms of remedy are in reality of very great efficacy, and because they are inconsistent with government control, that I deprecate the latter.

The board of trade, the secretary said, had relied more upon public than upon any legislative action, and as he took occasion to say further, "they have thought that whereas it was not expedient as a general thing to interfere with the working or management of railways, it was the business of the government to throw light upon everything which occurred on railways and upon the causes of accidents."

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The trouble lies in knowing just what ought to be done. There ought not to be much difficulty in having a law passed compelling railroad companies to use a certain kind of coupler, if it could be made clear to Congress that its general adoption would be instrumental in saving lives and limbs, without incurring other equally or other more serious evils. Here is where the difficulty comes in. The Congress ought not to compel the adoption of automatic couplers or steam heating for cars, nor continuous brakes for freight trains, without knowing that it is practicable to use them, and that the ends sought will be accomplished thereby. To

illustrate the danger which lies in this direction, it may be said that only a few years ago, when the adoption of automatic couplers was made compulsory by legislation, one company adopted a form of coupler and applied it extensively to its cars, which afterwards proved to be a complete failure. The company wasted many thousands of dollars, and no good was accomplished. The managers of the line referred to, after investigating the matter, made the mistake of recommending the coupler which was adopted. The Interstate Commerce Commission ought to have full power to make investigations into the causes of accidents, and make these causes public, and for the present such powers would be their strongest weapons which they could wield with little danger to themselves but with much benefit to the public, and without seriously antagonizing the great power and the influence of the railroad companies against their beneficent work. The time may come when compulsory legislation may be demanded, but there is great danger in the exercise of such power. To give authority to enforce the adoption of safety appliances would, in the present state of our civil service, almost certainly lead to corruption. Such power would be an invitation to bribery, and many of the promoters of patented devices would be only too ready to blind the eyes and pervert the judgments of any or all who could exercise it.

There are some precautions for the safety of railroad employés, such as a maximum and minimum height of draw-bar, a standard form of wheel tread and flange and width of gauge of wheel, the form, proportions and height of dead-blocks, and a minimum clear space between cars when the dead-blocks are in contact, which certainly should be generally adopted; but a distinct recommendation of these, and the fact that the neglect to act upon such a recommendation would incur more or less legal responsibility for injuries to employés, would for the present, at least, be authority enough. To compel all the railroad companies of the country to adopt some system of steam heating for cars, continuous freight car brakes, automatic couplers, and improved signals would involve the expenditure of many millions of dollars, and would bankrupt some of the weaker lines. The consequence would be, if it had the power to compel the adoption of such appliances, that pressure would constantly be brought to bear on the Commission to recommend only such as the poorer roads could afford to put on.

A system of inspection which would take cognizance of over a million of cars and some twenty-eight thousand locomotives is a colossal undertaking, and in the shadow of some of the scandals which are whispered and spoken with more or less distinctness concerning the steam-boat inspection service, it would seem to be a dangerous undertaking.

There are the precedents of the working of the board of trade of Great Britain and of some of our own State railroad commissions to show how successful such agencies may be when trusted with little other power than that of investigation and recommendation, and with the duty imposed on it of making public the evils that they discover. In the light of such experience it would seem unwise to give to any "special administrative agencies" any other power to interfere with railroad companies for the purpose of lessening the number of accidents than that of investigating and reporting on such accidents and safety appliances, with authority to recommend such as are approved.

If the investigation of railroad accidents and their causes, and the efficiency of safety appliances is undertaken by the Commission, it must be done by an additional bureau; and if in addition it is to suggest *what* appliances should be used to prevent accidents, the personnel of

the new department should consist of technical experts. It seems as though it would be practicable to create an administrative body of this kind as an auxiliary to the present Commission, just as the Bureau of Steam Engineering and of Construction form part of the administrative mechanism of the Navy Department. An expert is placed at the head of each of these bureaus, with the requisite assistants to aid him.

In response to the Commission's circular, our suggestion then is, that a bureau of mechanical construction and operation should be created as an auxiliary to the present Commission, and with a technical expert at its head and three assistants, to correspond to the inspectors of the British board of trade, this bureau to have authority to investigate and report on railroad accidents, to test safety appliances, and recommend to the Commission such legislation as the investigations of the bureau may suggest is needed. This is as far as it would seem wise to go at present.

FROM CLEMENS HERSCHEL, CIVIL ENGINEER.

[Formerly of the Massachusetts railroad commission.]

[Condensed.]

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Safety-appliance legislation is found in the Commonwealth of Massachusetts with respect to dwelling-houses, tenements, factories, and public conveyances of the various kinds. With respect to railroads it may be broadly divided, as it affects the traveler on the highways, the passenger, or the employé with about as much legislation attempted in behalf of the one class as the other, though, for reasons to appear presently, freight-train brakemen have probably profited less, up to the present time, from legislation enacted in special behalf of their well-being and safety than has any other class connected with or affected by the operation of railroads.

Such legislation affecting wayfarers has been the act enjoining railroad corporations to put a bell (weighing not less than 35 pounds) on their locomotives (1835), to place sign-boards at grade crossings (1835), and so on down to the present day. As affecting passengers, we have had the act holding railroad corporations "to furnish reasonable accommodations for passengers, with reference to their convenience and safety" (1849), specifying the kind of illuminating oil which might be used in lighting cars (1868 and 1872), requiring the use of safety switches in the main tracks (1871), and so on, down to recent legislation with reference to heating and lighting cars. Many enjoined safety appliances, and rules acting in the interest generally of a safe operation of the railroad, inure to the benefit of both passenger and employé; such as all legislation which looks to the safety of trains of cars as such, to the prevention of collisions at railroads (1855) and other grade crossings, to examinations for color blindness, and others. But as affecting the safety of employés alone, there has been the act requiring bridge guards on either side of overhead bridges (1869), (to warn freight brakemen of their approach to and under an overhead bridge), that requiring the blocking of frogs, switches, and guard-rails (1886), (to prevent employés accidentally tripping up or getting their feet jammed and firmly held while walking on the tracks), the recent acts and resolve looking towards the introduction of automatic freight-car couplers, and other such legislative action.

Palpably, all legislation of the kinds enumerated might be classed as proceeding on the lines of a paternal form of government; and while I am prepared to make an argument showing evils brought in its train, I could also make one showing the benefits conferred by it upon the parties affected.

I am not prepared, however, to set my wisdom above that of the general drift of opinion for so many years past, and in existence to-day, and I therefore hold, and must hold, that the balance of advantages and disadvantages is in favor of the class of legislation alluded to; that it confers a greater good upon a greater number than would an abstinence from such legislation; that the general effect, therefore, has been a good one.

Undoubtedly the most potent agency in rendering active, or in enforcing, such legislation in Massachusetts, has, for the last twenty years, been the existence of a Board of Railroad Commissioners, composed of men from the walks of life most in keeping with the various duties developing upon the Board, and armed with only advisory, not mandatory powers; as also with those necessary for their examining into complaints, and the making of independent investigations. To express my own estimate of the proper work for such a board in the line of introducing improved appliances (and I will state that it is derived from my personal experience on the Massachusetts board) I should say that its duties should consist in the main in encouraging or urging the laggards to keep abreast of the leaders, in the natural reaching out and struggle constantly and inevitably going on for the attainment of perfection. Herein will always be found an ample field for work; and success in such endeavors will materially raise the standard of railroad construction and of operation in any one State, or in the United States.

I believe the work of the Massachusetts railroad commissioners has had such an effect in years past, and tends in that direction at the present day. And I hold that an agency for like purposes, and constituted and equipped in a similar manner, should have for its field of operation the railroads of the United States. But, more than this, an agency endowed with this broad field of jurisdiction has become absolutely necessary, unless we be content to have the good work above described come to a stop in certain directions. State boards of railroad commissioners are nigh powerless, for example, in dealing with the automatic freight car coupler question; for the reason that freight cars are interchanged between the railroads of the whole United States; similar with regard to freight-train brakes, and generally with all matters relating to freight cars. In some degree they can control matters affecting the passenger service where cars run generally through only two or three States. But even here a central power of some sort, be it only mildly advisory, is much needed for the establishment of uniformity of couplings, and of other mechanical details. To illustrate, take the simple matter of bell-cord. It has often been suggested to substitute for it a line of electric-bell wire, so as to be able to signal to the runner from any car by means of the ordinary push-button; as taking up less room in the car; avoiding the smashing of lamps and danger or injury to passengers when the cord is accidentally and quickly hauled through the car, which sometimes happens; and as a better method of intercommunication in other respects. Nothing stands in the way of its general introduction but the lack of some standard connection between the ends of the bell-wires from car to car. And it can hardly be claimed in the case of so simple a mechanical appliance that any efficient connection of this sort could not be designed, un-

fortunately, of about equal value, comparing one with another, mechanically and otherwise. But some central authority should be able to speak the decisive word in the establishment of the *standard* bell-wire coupling—upon which, further details could well be left to their natural development.

This, again, is the precise situation with regard to passenger-car heating, except that the matter of a standard car connection becomes here one of greater mechanical difficulty. But a competent central authority could readily aid, encourage, or influence the establishment of the standard steam coupler; upon which, the heating of cars, in itself, could again be left to natural developments; aided and encouraged, where need be, until the most conservative and inert had progressed within a reasonable measure of the standard set them by the progressive and the active.

Uniformity is at times of extreme value where no invention whatsoever is called for; yet it is attainable—worse than that, should it once be attained, may be maintained—only by the influence of centralized authority. To illustrate, take the matter of a uniform height above the rail level of the freight-car draw-bar. This is a matter seriously affecting the safety of freight-train brakemen, and must precede or accompany the establishment of the standard automatic coupler. It has been sought to be established for many years, and a multitude of accidents have resulted each year from the lack of it; when the authority of some legally constituted central advisory body could probably have established it long ago, and within a twelve-month from the issuing of a mere recommendation that this standard height be thus and so; especially if such mere recommendation be reinforced by the knowledge, previously inculcated, that failure to comply with recommendations of the Commissioners, generally brought in its train compulsory legislation of a kind that was more expensive to comply with than was the original recommendation; and other mild, indirect, yet efficient means to effect a compliance with reasonable requirements of this sort will readily suggest themselves to the wise and the experienced.

I come therefore to what I consider the most important of the stated matters for discussion in the circular of the Commission; viz, the eighth, which reads as follows:

> If Federal legislation be expedient, what special administrative agencies, if any, should be provided to carry it out? Whether Federal inspection should be attempted, and to what extent and how? Whether a board should be created after the analogy of the steam-boat inspection service? If so, how such a board should be constituted in regard to the number and character of its members; what its powers and duties should be; what its connection with other branches of the administration.

This I have called the most important of the stated matters for discussion, because I believe that without the establishment of a Federal administrative agency, to carry out Federal legislation in the line of introducing safety appliances on the railroads of the United States, their introduction in the passenger, and particularly in the freight car service, will either be retarded for scores of years, or will be rendered attainable only at an enormous cost. Consequently, without treating of the establishment of such a Federal agency, this discussion could not have that potency for good, which, to my mind, alone justifies it.

Whatever may be the truth in the never-ending discussion as to the relative merits of centralized and of confederate forms of government, whatever their respective capabilities for good in the sociological and political world, this truth is plainly written on the face of the progress of events in the mechanical world; that there is a constant, universal

craving and a striving for uniformity, and that it alone is capable of conferring a maximum of the benefits to be derived from inventive skill upon mankind. A central authority in the interests of attainment of such uniformity in mechanical matters, need not, therefore, arouse the opposition of the votaries of any school of sociology or of politics. To favor it, would only be acting in conjunction with the natural, onward march of events; to oppose it, is only to delay the final consummation, or to cause a very great waste in the process of its accomplishment.

There is, indeed, a palpable, an irrepressible, conflict between conservative notions of State lines; for instance, the progress of the inventions. Let us consider, for example, the fading of State lines already accomplished in the public mind, as brought about by the ever-growing use of through express trains, and the amalgamation accomplished by that use, not to speak of the effects of that latest marvel, the long-distance telephone. Let us consider the absolute necessity for a proper service by means of which a person can talk at any hour of the day or night, from Holyoke, Mass., for instance, to most of his friends in Boston, New York, Philadelphia, or in Buffalo, soon in Chicago, that such telephone service should be controlled throughout the United States by one company, or at least by one governing, executive power.

Thoughts, such as these, will reconcile anyone, it seems to me, to ideas of centralization in mechanical matters, or to the idea of one central authority having at least some measures of potent influence, or of authority in the operation of that mechanical feature of modern life, the railroads of the United States.

But I do not believe that this central authority should have its work closely prescribed to it. It should not, as it seems to me, be instructed whether to inspect railroad rolling stock or not; it may be authorized to do so; but, speaking in general terms, its work should form itself and grow with the needs of its own day and generation. There is to day a demand for uniform freight-car brakes and couplers—let the board primarily attend to this demand. Other work will come to it in due season, or is even now waiting to be taken up. Such work as respects the freight-car service is wanted not only in the interests of a better freight service, but mainly, or most glaringly, in the interests of humanity—to diminish needlessly, criminally, large losses of life and limb among freight-car brakemen.

They are the main sufferers to-day from their repressible contest above spoken of, between the striving for uniformity in the mechanical world, which interchanges freight-cars between Oregon and Massachusetts, and the conservative political ideas of the fathers, which fain would deter from causing a central authority to make all those cars of a uniform and of the most approved mechanical structure. In the passenger service, the power of mighty potent monoplies, has mitigated this conflict. And with the less extensive interchange of passenger-cars, it never could be so fraught with danger to passengers and employés as it is to freight-train brakemen. With these the evil here referred to is, and for many years has been, a great one. The facts already before the Commission render it unnecessary to detail here the horrid tale of men killed and maimed, for lack of a mere, small element, awaiting incorporation into our social organization.

To describe it again, this lacking element, is some general legislation, and the establishment of an administrative authority, looking towards the attainment of uniformity in freight-car construction and equipment. I hold the existing evil to be so manifest and so great, that a fair representation of it will probably be sufficient to make converts to meas-

ures for its removal. Single corporations, commissions, or individuals cope against it in vain. It is brought forward for Congressional action, and as a measure of humanity (to freight-train brakemen), and as such should conquer, be the technical, political objections to it what they may.

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FROM CHARLES PAINE, OF PITTSBURGH, CIVIL ENGINEER, ETC.

[Condensed.]

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I ask the attention of the Commission only to replies to the sixth, seventh, and eighth questions.

(6) Federal legislation is very desirable to secure an approach to uniformity throughout the country, and as a guide to State legislation, which will doubtless be largely influenced by wise Federal legislation. Such legislation should be confined, at least for the present, to the most general enactments, constituting a commission or board, defining its powers, its duties, and its compensation.

Subsequent legislation could be had upon the recommendation of the board, by whom judicious laws could be matured better than by Congress. Generally, laws relating to technical matters can not be framed elastic enough to meet varying circumstances without considerable previous experimenting; but the rules laid down by a board will admit of more frequent amendment and of quicker adaptation to new circumstances or new discoveries. Consequently, the board should have authority to make rules of a general character, stating the conditions which must be fulfilled by the devices which shall be adopted for the safety of trains and of employés of railways, taking care to avoid, so far as possible, rulings in favor of any special device. The board should also have authority to appoint inspectors to investigate and report to the board upon accidents, or upon any other matters which, in the opinion of the board, it is desirable to have investigated, in the interest of the security of life and property upon railways; but I think such inspectors should have no authority except to require the attendance of witnesses and the production of books and papers.

An excellent example of the mode in which the board could perform its important and delicate functions is furnished by the circular of the board of trade of Great Britain, addressed to railway companies, dated August 30, 1877, which may be found printed in the Blue Book, entitled, "Return (continuous brakes) by the railway companies of the United Kingdom for the six months ending the 31st of December, 1888," page 121. These general rules were so carefully and so intelligently drawn they have served their purpose until this day, in spite of the great advances which have been made in the perfecting of railway brakes. They have been copied, or adopted in entirety, by nearly all the governments in Europe. They admit of any reasonable diversity in experimenting, but they point directly towards the most perfect achievement of the end proposed.

(7) In addition to the subjects of legislation referred to in the seventh question of the circular, viz, couplers, train-brakes, car heating, and lighting, the matters most in need of help by legislation are block-signaling and the interlocking of switches and signals.

The experience of Great Britain confirms that of the United States, where it is seen that it is only the most imperative necessity which will

lead railways to fully adopt the best safety appliances, or indeed any, for these purposes; because the technical knowledge of the boards of direction, who control the expenditures upon railways, is too limited for them to appreciate the immense importance to the safety of the public of such devices, most of these directors having scarcely seen or even heard of such apparatus.

The necessity of paying interest on bonds and dividends to stockholders is naturally much more pressed upon their attention, since their especial business is the profitable employment of capital. Advice upon matters of improvement in technical details is the last which they are likely to ask for, or even listen to respectfully if volunteered by the railway experts in the employ of the corporations. Of course to this there are some notable exceptions, not many.

Searching investigations into the causes of accidents by an intelligent and unprejudiced board would give valuable and sufficient information on these subjects to directors and to juries; and juries are such efficient administrators of the law, when once well informed, that the Federal board could rely upon them to give effect to their rulings without asking for the board any executive powers. At the present time there is no standard of efficiency by which the courts can be guided; that standard is a matter of proof in every case of personal injury, and it depends more upon the acquaintance of the prosecuting attorney with the details of railway operations than upon anything else whether the court becomes properly informed as to the correct standard, or best standard of practice, or not. If rules defining the standard of efficiency to be adopted by the railways were framed by a Federal board in reference to couplers, train brakes, heating and lighting, and also as to block signaling and interlocking, the railways would at once find their account in attaining to such standards; as to which there need be no difficulty nor long delay, since such appliances exist and are already in practical use in considerable variety, not only abroad, but in this country, on the best roads.

(8) No doubt it is towards the saving of lives and the limbs of railway employés that the first attention of the board should be directed, and it would be quite proper for Congress to enact by law that, after a not remote date, it shall be unlawful for employés of railways to go on top of any train while it is in motion. After train-brakes operated from the engine are in general use, the presence of men on top of freight trains will be as unnecessary as now upon passenger trains. When these advances have been required, the legislature should also provide that no railway shall be required to handle the cars of any other railway after a fixed future date, unless they conform in all important respects to the rules of the Federal board.

This board should be an independent body, to be composed preferably of one civil engineer, one mechanical engineer, and one patent lawyer. Such a board might have authority to require from railways reports of all accidents and other matters bearing upon the safety of persons and of property.

FROM G. W. RHODES, SUPERINTENDENT OF MOTIVE POWER OF THE CHICAGO, BURLINGTON AND QUINCY RAILROAD.

(2.) The prospect of a uniform and safe coupler coming into general use in our opinion is very favorable. Those conversant with the careful and thorough work done by the Master Car-Builders' Association feel entire confidence in the wisdom of their recommendation. The

Master Car-Builders' standard is not a new device. The principle of the vertical plane being the simplest method of doing away with the evil and dangers growing out of slack in couplings was years ago recognized and at once superseded the link and pin on passenger trains.

The Burlington brake tests, fortunately, were in progress while this question of couplers was up, and demonstrated in the strongest possible way that with power brakes in use couplers without slack were absolutely essential. The standard coupler is making good progress on some of the principal railroads and will make more headway as its merits become more fully recognized.

(3) Continuous train brakes are making, in our opinion, as much headway as is desirable. The first essential has been carried out viz, an exhaustive test in order to fully determine the practicability of the various devices placed on the market. The Burlington brake test, carried out in 1886 and 1887 under the auspices of the Master Car-Builders' Association, has eliminated from consideration inferior devices which are making considerable headway on different roads throughout the country. The importance of a good foundation gear as one of the first steps towards the successful introduction of automatic brakes is realized and its solution is now intrusted to a committee of the Car-Building Association. In our opinion it will be exceedingly difficult to ever do away with brakemen traversing the tops of cars. Brakemen's duties constantly require them at various places on the train. Their natural instincts will always prompt them to take the easiest road, which is by long odds on the tops of cars.

(4) Heating is making fair progress, though last season was unfavorable to making tests, owing to mild character of winter. A system that may do very well in mild weather would not answer at all in cold weather. In our opinion, whatever method of continuous heating may be adopted, it will be a matter of prudence to have a stove also in the car as an auxiliary in case of the failure of continuous heater.

For lighting cars we consider the present 300-degree oil quite safe; there has been no case on record that we are aware of where a train has been set on fire from the lamps with 300-degree oil.

(5) We have nothing special to say in reply to question 5. We are of the opinion this question would have been better had it been more specific as to what is meant by other safety devices.

(7) It is extremely doubtful whether either Federal or State legislation on such subjects will produce good results. Constant improvements are being made in all safety appliances, and the railroads may, we think, safely be trusted to do whatever their circumstances will permit in the direction of adopting the best methods. They are constantly in consultation for this purpose, and with most of them the application of the best known safety appliances is only delayed by a lack of means to pay for them. In many cases this very lack of means is caused mainly by legislation. When the railroad train of to-day is compared with that of thirty years ago, either in respect to comfort, speed, or safety, it will doubtless be granted that as much progress has been made as could reasonably be expected, and we see no reason to doubt that their progress will continue from natural causes and by natural methods, and that legislation, either State or Federal, would probably retard more than it would hasten the application of proper standards.

CIRCULAR OF THE COMMISSION REGARDING AUTOMATIC FREIGHT-CAR COUPLERS.

APRIL 1, 1889.

DEAR SIR: In view of the large number of accidents to railroad employés which occur in coupling and uncoupling freight cars, and of the general belief that these accidents can be greatly diminished by the adoption of suitable automatic appliances, the Commission desires to obtain fuller information regarding the couplers now in use, and to have the benefit of the experience of those directly engaged in building and operating freight cars, in forming an opinion as to what, if anything, is required of legislation. Your answer to the following questions is therefore requested:

I. (*a*) What number and proportion of the freight cars owned or leased by your road are equipped with some form of automatic coupler? (*b*) What forms are in use and how many cars are fitted with each? (*c*) Please state briefly what you believe to be the advantages of the automatic couplers in use by you.

II. (*a*) Which of these couplers, if any, belong to the standard type adopted by the Master Car-Builders' Association? (*b*) Which can be conformed to that type? (*c*) Is your road taking or contemplating any action towards the adoption of the Master Car-Builders' coupler? (*d*) If there are obstacles to such action, what are they?

III. Is it your opinion that a single type of automatic coupler should be aimed at, each form of which couples with every other form, or are there practical reasons which, to your mind, make two or more independent standard types preferable? Please state the considerations upon which you base your opinion.

IV. What bearing would the adoption of a standard coupler have upon the more general use of train brakes?

V. Is it your opinion that the use of good automatic couplers tends, by lessening shocks or otherwise, to diminish the number of that particularly fatal class of accidents caused by falling from trains or engines?

The Commission specially invites any observations that your experience may suggest on the general subject. Comparative statistics bearing upon the question will be of especial value.

Very respectfully,

EDW. A. MOSELEY,
Secretary.

Replies to this circular were received from the master car-builders of nearly all the larger roads. From these replies and also through the courtesy of manufacturers, whose statements, however, were for the most part confidential, a very complete idea was gained of the progress made by the master car-builders' type of coupler. The total number of freight cars equipped with these couplers is about 30,000. The following roads have five hundred or more in use:

	Cars.
Atchison, Topeka and Santa Fé and controlled lines	2,559
Atlantic Coast Line	750
Cleveland, Columbus, Cincinnati and Indianapolis	1,600
Chicago, Rock Island and Pacific	1,500
Lake Shore and Michigan Southern	500

	Cars.
New York, Lake Erie and Western	3,732
New York Central and West Shore	2,090
New York, Susquehanna and Western	500
New York, Ontario and Western	500
Pennsylvania system	7,260
Richmond and Danville	2,250
Western New York and Pennsylvania	1,000
Private owners	1,289

The following is an extract from a letter from Mr. E. B. Wall, of the Pennsylvania system, beginning with his answer to the third question:

Three. I am opposed to two or more types. I know that such action is favored by some roads. None of the indorsers, so far as I know, are connected with the larger systems. The argument advanced for two types is that the "Master Car-Builders'" type is more expensive than the automatic link and pin coupler, therefore there should be two types, the "Master Car-Builders" and the automatic link and pin. I consider that the link and pin method of train connection embodies certain very serious objections that should not be perpetuated. It has been proved by careful experiment that it is impossible to operate automatic train brakes with the link and pin connection. For proof of this statement I would refer you again to the reports above, and also to the report of the brake committee of the Master Car-Builders' Association, found in the proceedings of the twenty-first annual convention, page 25. A coupling can not be as readily effected between a car equipped with the automatic link and pin coupler and a car equipped with the common link and pin drawhead as between two common link and pin drawheads, unless the trainmen are especially instructed, such special instructions are not practicable in the large interchange of cars now prevailing in this country. It is also more hazardous to couple an automatic link and pin coupler to one of the "Master Car-Builders'" type than to couple a common drawhead to one of the "Master-Car Builders'" type. It is generally considered among the larger roads, and many of the smaller ones, that in making the change to a new form of train connection we should secure the greatest possible number of advantages at once. This would not result if an intermediatory form of coupler like the automatic link and pin were sanctioned.

Four. The adoption of an automatic coupler would have no bearing on the general use of train brakes, unless such standard coupler was the "Master Car-Builders'" type, as the "Master Car-Builders'" type, so far as we know at present, is the only kind of coupler that dispenses with loose slack in the train connection. It substitutes for loose slack, spring slack. The distinction between these two different forms of slack is very important. A long train can not be started unless the locomotive is enabled to initiate the movement of the cars separately. More cars can be started with spring slack than with loose slack. This is accomplished by first backing the locomotive against the train until all of the slack is taken up. Then when the locomotive pulls out, the compressed springs assist the movement of each successive car. In starting very long trains, it is sometimes advantageous to apply the hand brakes on the rear cars of the train. This was shown in the Burlington brake trials. When there is loose slack as either in the common or automatic link and pin draw-bar, the tendency of the cars to run up on the locomotive when the automatic brakes are applied, except where such application is through the medium of electricity, is so great that it is impossible for the trainmen to remain on their feet

in the cabin car, and for stock in cattle cars, and merchandise in box cars, to escape damage. I believe that the general adoption of the "Master Car-Builders'" type of coupler will have a very important bearing upon the general use of train brakes. Train brakes certainly contribute very largely to the safety of employés. They also are a great advantage in the operation of railroads. They can not be used unless loose slack is dispensed with. Therefore, the general introduction of the "Master Car Builders'" type of coupler is absolutely essential to the adoption of train brakes.

Five. I believe that the "Master Car-Builders'" coupler tends to diminish the number of accidents caused by falling from trains or engines. The spring slack provided enables the train to be started or stopped without shock. At sags or hollows where the train has a tendency to bunch, there is, with the "Master Car-Builders'" type of coupler, no violent shock, neither is there a tendency of the draw-bar to pull out, which is now so common with the link and pin coupler. This shock at sags and hollows and the resulting tendency to pull out draw-bars has been a particularly fruitful source of accidents.

Responding to the invitation for observations on the general subject, I think that the progress towards the solution of the problem of an automatic train connection is at present satisfactory. The Master Car-Builders' Association, after exhaustively studying the problem for a number of years, reached their recommendation. This recommendation was approved by the majority of roads who were members of the association. The association is made up of men in charge of car constructing and maintaining departments. These members vote on each 1,000 cars that the road they represent owns. At the convention where the report is read a vote is taken to submit to letter ballot. This letter ballot is not made until the members of the association have had an opportunity to consult with the general manager or president of their railroad. As the report on couplers was treated in this way, it represents the judgment of the majority of the railroad managers and presidents in this country. The recommendations of the Master Car-Builders' Association were also approved by the General Managers' Association at Chicago.

A large number of roads have applied couplers within this type and there are more automatic couplers of this type in service than all the automatic link and pin couplers put together. The attempts of State legislation to solve the problem have been in no case successful. It is my humble opinion that legislation by Congress on the subject at this time would be absolutely fruitless. If such legislation favored an intermediatory coupler, like the automatic link and pin, it would increase the dangers to life and limb, and would retard the benefits to be gained in economies of operation. If, on the other hand, Congressional legislation enforced the immediate application of the "Master Car-Builders'" type, it would work a very serious hardship to a great many financially impoverished roads and result in the application of the cheapest and most inferior forms of couplers within the type. If the Commission after reviewing the subject could find it in its judgment to indorse the "Master Car-Builders'" type of coupler, I think that much better results would follow than could be secured by any action of Congress.

We can give evidence that the railroads of the country are fully alive to the seriousness of the question, and after a long and careful study they have reached a conclusion. They are following the results of this conclusion with commendable rapidity, and the experience thus far obtained confirms its correctness.

AUTOMATIC AIR-BRAKES FOR FREIGHT CARS.

[By H. H. Westinghouse, in response to a request for statistics from the Westinghouse Air-Brake Company, some parts being omitted and others somewhat condensed.]

The number of automatic brakes now applied to freight-cars in this country is about 92,000; 25,000 of which were applied during the year 1888, and 14,000 have been furnished so far this year. Appended hereto is a list of the roads who have made a considerable use of brakes, and the number furnished to each one. This list is not entirely accurate, because many of these brakes have been furnished through car-builders, and we therefore sometimes are unable to get correct statements as to where the material is to be used. The total number of locomotives fitted with air-brakes is about 17,000; of which number, from 10,000 to 12,000 are used generally in freight service, although all of the apparatus furnished by this company is thoroughly interchangeable; that is to say, there is no difference in the mechanism or the operation of brakes on freight and on passenger locomotives. The same is true with reference to car fixtures, except as to form. It has been found possible to make smaller and more compact apparatus for use on freight cars. We are pleased to say that the general tendency seems to be to provide all locomotives with driving-wheel brakes, and the necessary apparatus to handle power brakes on cars. That power brakes are necessary on freight trains, is a general conviction of recent date, and some account of the early period of their use will be interesting and important, when the extent and direction of future development is under consideration.

The first application of the brake to freight trains came about naturally from the success that had been realized in its use upon passenger trains, but the attempt to use it on freight trains was the result of extraordinary circumstances, it having been thought that first cost and the absence of experience on the part of train-men in handling it were objections that more than counterbalanced the benefit to be derived. Another important influence against its favorable consideration was the interchanging of freight cars, for it was thought that the per centage of brakes which would be available for use on any one road would be too small to produce an appreciable result. To the Denver and Rio Grande (narrow gauge) road this was, however, no objection, as there was no interchange of cars, because they were entirely surrounded by standard-gauge roads. The grades on this road are excessive, and the difficulty of obtaining a sufficient number of reliable train-men formed a special inducement to them to make a trial of the air-break in freight service. They commenced to use what is known as the straight air system in 1881, and the results were in the highest degree successful and satisfactory. During the period of the first use of these brakes on the Denver and Rio Grande Railroad the automatic brake had become practically standard upon passenger trains, and its greatly-increased efficiency and automatic features had proved to be of the utmost value, and particularly its automatic application when trains became separated by accident. At such times the brakes are applied with equal force to both portions of the train, and there is no possibility of a collision between the separated parts.

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The Central Pacific Railroad Company was the first to enter upon the application of the automatic brake to freight cars. The conditions

on this road were not unlike the Denver and Rio Grande except in the single item of gauge of track. The number of foreign cars hauled over their lines was comparatively small and the grades were very steep. They made a very general application of the brake, and it may be said that now their entire equipment is fitted with it.

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For a considerable period but little progress was made in the further application of brakes to freight cars. The principal objection raised was, that east of the Missouri and Mississippi Rivers the interchange of cars was so very great, that unless there was a general and almost simultaneous fitting up of freight cars by all the various roads, but little use of them could be had for many years. This opinion was, however, not shared by the managers of the Chicago, Burlington and Quincy road. They came to the conclusion that it would be possible to fit up a portion of their cars that were generally used in local service, and with the addition of the foreign cars of the western lines already mentioned it was believed that enough could be had to be of great service. They have acted upon this presumption and the benefits are unquestioned and unqualified. This demonstration, removed what seemed to be a most serious objection to the commencement of the general introduction of power brakes on freight trains. It may be stated as a matter of record, that on a road like the Chicago, Burlington and Quincy, on which the grades are of a kind ordinarily found throughout the country, if the locomotive and 10 per cent. of the train is fitted with power brakes, greatly better results in stopping can be had than with the ordinary train crew using hand brakes, with the great added advantage that the power is instantly available at all times, either in good or bad weather; while with the train-men only there are many times during cold or disagreeable weather in which they are not in any respect available for an emergency stop.

The introduction of power brakes on extreme western lines had assumed such proportions, that in 1886 the Master Car Builders appointed a committee to investigate the subject, with a view to determining whether existing forms of apparatus were suitable under all conditions. This was done in view of the fact that it was absolutely essential that brakes for freight cars should be of uniform construction if they were to be of general use, and before standards were absolutely fixed it was deemed expedient to examine the question from the stand-point of future requirements, as well as under the existing conditions of practice. The accounts of these trials have been published in detail, so that it is not necessary to refer to them except in a general way.

It was shown that several forms of brakes would operate on trains of moderate length, but many of these were not worthy of consideration on account of the absence of automatic action. The automatic brakes that were first tried did not prove to be sufficiently prompt to properly work the brakes on long freight trains, and while this requirement is not at present demanded in the highest degree, because it is very seldom that a freight train is supplied with cars having brakes on all of them, yet it is fair to presume that within a reasonable period of time the number of cars fitted with continuous brakes will be so greatly increased as to make it important that they should be operated throughout the entire length of solid trains.

Experiments were carried on in a thoroughly practical way upon a train of cars upon the tracks of the Chicago, Burlington and Quincy Railroad at Burlington. The ultimate outcome of these experiments was the suc-

cessful operation of the brakes in accordance with the requirements indicated by the Master Car Builders. The change is so slight that the two forms of brake are operated in the same train and by the same manipulation on the locomotive. Engineers and train men throughout the country have been educated to understand the construction and operation of the air-brake as now in general use. Modifications that would require a new method of handling would have been most unfortunate, and would no doubt have greatly interfered with the introduction of the new form of brake. At the time the new brake was introduced, December, 1887, there were already in use about 50,000 of the original automatic brakes. A change that interfered with the operation of this large number of brakes would have been a matter of such serious injury to those who had already made their investments, that it is questionable whether they would have taken up the new form, although its ultimate advantages were demonstrated, and its success was conceded by all railroad managers who had any knowledge of the subject.

A careful review of the history of the introduction of power brakes on freight trains shows that the important element in its increased use has been the demonstration by railroads having unusual conditions of grades and location that the devices designed for the purpose were adequate, and that the claim that their use facilitated and reduced the cost of transportation is true.

While the progress towards a complete consummation has been slow, we think that the facts cited indicate conclusively that it has not been for want of proper mechanical appliances. It is our impression that the incentives which have led to the application of brakes have been in the main pecuniary, and not to any extent humanitarian. The number of employés that are injured and killed for want of power brakes is becoming so great, that from this point of view alone the subject assumes a very serious aspect, and while this is deserving of the most serious consideration, we feel that it is a matter of congratulation that, in addition to being life-saving and injury-preventing appliances, there can no longer be a doubt as to their value in operating railroads more economically than can be done without.

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We feel that the question as to whether our statements are or are not interested should not interfere with the adoption of some provision in the interest of railroads for testing and determining the value of brake mechanism that is intended to be run in conjunction with the apparatus that is now in general use. The experiments at Burlington clearly demonstrated the futility of anything but an extended and comprehensive test. The fact that a few brakes are tried together and seem to work well under conditions that will not obtain in regular freight practice should not be held to prove that the necessary requirements are complied with. On a train of fifteen cars what is known as the buffer brake made an extended and complete demonstration throughout a considerable portion of the eastern country, and with a train of twenty-five cars at Burlington they performed substantially in accordance with all the claims that were made for this style of brake. When tried upon a train of fifty cars the device was a complete and total failure, and yet it was only by good fortune, combined with good judgment, that the trials happened to be made so extensive as they were.

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The following roads have more than 1,000 cars equipped with automatic air-brakes:

	Cars.
Atchison, Topeka and Santa Fé and controlled roads	20,451
Chicago, Burlington and Quincy and controlled roads	2,261
Denver and Rio Grande	1,139
Duluth and Iron Range	1,126
New York, Lake Erie and Western	1,032
Pennsylvania system	6,035
Richmond and Danville	1,287
Southern Pacific	16,245
Union Pacific	15,433
Northern Pacific	6,788
Private owners	5,763

LETTER FROM E. F. O'SHEA, GRAND SECRETARY AND TREASURER OF THE BROTHERHOOD OF RAILROAD BRAKEMEN.

[Condensed.]

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I desire to say by way of explanation that our Brotherhood is but five years old and its growth has been very rapid. I have no means of knowing how many brakemen are employed on American railways, therefore I am unable to say just what proportion of them are members of our Brotherhood.

Our Brotherhood has nearly 15,000 members, consisting of brakemen, conductors, yard-masters, and men engaged in various other occupations, all of whom have been brakemen. About one-half of that number, say 7,000, are at present brakemen, and a claim for death or total disability is presented at this office every day in the year.

The whole number of brakemen is surely not less than 70,000, therefore the total number of deaths and totally disabling injuries are not less than 3,650 each year; this does not include pinched fingers, mashed hands, broken limbs, falls, bruises, sprains, etc., from which the sufferer recovers.

The question arises, "Are all of these caused by the old style of brake and couplers?" I answer, "With very few exceptions, yes."

On inclosed notices under head of "cause" you will read various causes assigned, nearly all of which can be traced to the old brake and coupler. Nine-tenths of all "railroad accidents," "railway wrecks," "collisions," etc., mentioned under those headings, could be prevented by the use of automatic brakes and couplers on freight cars, and many cases of death from consumption, typhoid fever, pleuro-pneumonia, and other similar diseases can be traced to exposure and overexertion made necessary by the old-style brake and coupler.

No reliable insurance company wants to take such risks as to insure the lives of freight brakemen, and will not do so without an enormous charge for premium, which the brakemen's meager wages will not allow them to pay. Therefore our Brotherhood is his only protection. He cheerfully pays all assessments, knowing that when his turn comes, and he always expects it, his loved ones will not be left in absolute want.

There is no longer any excuse for delay in equipping freight cars with these safety appliances, for they have been tested and found to work better than the present style. Their adoption has been recommended by the Master Car Builders' Association, and the only thing now necessary is for the different companies to act together, which they will not do unless compelled by law.

This terrible slaughter of young, able-bodied men is increasing each year, and it has come to be considered a matter of course for a brakeman to have his life crushed out beneath the wheels and his mangled remains strewn along the track. The men themselves can not prevent it; somebody must do the work; and so they make the best of it and take their chances.

If an equal number of passengers were killed and crippled each year the people and press would awaken to a realization of the situation and demand a remedy. Is not the brakeman's life just as dear to him and his loved ones as the life of any other person, and should not an honest effort be made to save him from a death horrible to contemplate? This is especially true when we remember that there is a remedy if it would only be applied.

People say, "If he don't like his job he can quit." True enough, but what is he to do? They can not all quit, and there is nothing else for them to do; besides, their places must be filled, and the slaughter would continue. The newspapers no longer consider the death of a brakeman deserving of more than a two line item headed, "Only a brakeman," and the reader passes it over and it is forgotten.

Had I the opportunity to do so, I could show you a record of death and mutilation of able-bodied young men that would make your heart sick. You would be horrified and think it all a hideous nightmare, but I can prove that it is as true as gospel. I could continue indefinitely, but it is unnecessary. I submit these facts and figures for your consideration and that of your colleagues in the hope that you will seriously consider the matter. If you do so, I am convinced you will see the need of national legislation, for State legislatures have never yet accomplished anything in this direction, nor will they do so while railroad companies wield so powerful an influence among them.

It is my firm belief that I have greatly underestimated the number of deaths and accidents and I am quite positive I have not over-estimated them. If an equal number of horses or cattle were killed each year by the cars a remedy would be applied, and I ask you in the name of humanity and Christianity to take some action in the matter. To continue this horrible slaughter when it can be so easily remedied seems to me nothing less than a crime. The men are powerless to help themselves, the railroads are slow to act, and the butchery continues.

Improvements have been made in every other direction, but not one step in this. To strike is no remedy, to quit is starvation, and to continue is death; not immediately perhaps, but inevitable if he remains long enough in the service. There is an army of cripples in this country caused by the present style of brakes and couplers whose empty sleeves, mangled limbs, stumps, and crutches mutely appeal to your honorable body to remove the cause, and the list is being increased every day.

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PETITION OF RAILROAD BRAKEMEN TO THE INTERSTATE COMMERCE COMMISSION.

The Members of the Interstate Commerce Commission, Hon. Thomas M. Cooley, Chairman, Washington, D. C.:

GENTLEMEN: We, the undersigned, respectfully petition your honorable body to take such steps as you may deem proper to bring about the adoption of automatic brakes and couplers on freight cars on the railroads of the United States.

Each of the undersigned is in actual service as a railroad brakeman or has been employed a sufficient length of time to become fully acquainted with the duties and perils of the position, and although some of us have been promoted, we most earnestly appeal to your honorable body to urge upon Congress the necessity of national legislation in this matter, that the terrible slaughter of brakemen on the railroads of this country every year may be largely diminished.

Automatic brakes and couplers are practicable; no one would be injured, and many lives and limbs would be saved by their adoption.

T. T. SLATTERY, *N. Y. C. R. R.*
E. L. BARNARD, *B. and A. R. R.*
WM. H. LYONS, *B. and A. R. R.*
E. M. HARDIE, *N. Y. C. R. R.*
And 9,678 *others.*

APPENDIX 11.

RELATIONS EXISTING BETWEEN RAILWAY CORPORATIONS AND THEIR EMPLOYÉS.

A circular, a copy of which is appended, was sent on August 12, 1889, to all railroad commissions, railroad journals, and press associations for information and publication, and to the officials of eighty-five leading railway corporations for replies.

It was as follows:

INTERSTATE COMMERCE COMMISSION,
Washington, August 1, 1889.

_____ _____,

_____ _____.

DEAR SIR: All facts regarding the relations existing between railway corporations and their employés are always of public interest, and may be of importance in determining questions upon which the interest of the employers as well as of the employed may depend.

The Commission therefore address to you the following inquiries, believing that you will appreciate the purpose of the call, and that you will cheerfully render any assistance that may be within your power to facilitate the gathering of the information which they are designed to elicit:

(1) Is an insurance fund or guaranty fund of any sort provided for the employés of your company on which they have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death? If such fund exists, please state in what manner it was accumulated; how it is maintained; under whose direction it is administered; under what conditions money may be drawn from it, and any other facts respecting it which you may think it important to state. If there are any contracts or other writings or printed documents which will give definite information, and which are in your possession, the Commission would be pleased to receive copies thereof. Please also state the length of time the fund has been established; the reasons which have led to its establishment, and the feeling in respect to it on the part of the employés. If no fund of the sort named exists, please state if any attempt has ever been made to establish one, to what extent, if at all, the attempt succeeded, and why it failed.

(2) Has the company eating or lodging houses for train-men when away from home or does it provide reading-rooms or other places of resort? If so, full particulars will be duly appreciated.

(3) Is any provision made by your company for technical education in your shops, whereby it seeks to train men for its service? Is there any recognized system of promotion in the service of the company whereby it may be expected the men will be induced to labor for marked efficiency? Are any special rules in force to insure the competency of locomotive engineers and other train-men?

Should your own information on any of these subjects be defective, please give the names and addresses of any persons connected with your company who may be able to supply any deficiencies.

By order of the Commission.

EDWARD A. MOSELEY,
Secretary.

Answers to the foregoing circular have been made by every company to which it was addressed. Twelve out of eighty-five companies maintain insurance or guaranty funds and seventy-three do not. Of these seventy-three, however, five have hospital funds, five have benefit associations maintained wholly by the employés, and one—the Cleveland, Cincinnati, Chicago and St. Louis Railway Company—contributes $500 annually to the support of the "Bee Line Mutual," managed by the employés; and one—the Central Vermont Railroad Company—is taking steps to establish an insurance fund. Forty-three companies provide eating or lodging houses and reading-rooms to a greater or less degree, and forty-two do not. Twenty companies provide technical education and sixty-five do not. The answers, which are substantially as follows, are arranged alphabetically, and with the name of the president, general manager, or officer of the road who responded.

ATCHISON, TOPEKA AND SANTA FÉ RAILROAD COMPANY.

[By Mr. A. A. Robinson, General Manager.]

A relief association was formed in May, 1887. Its object is to furnish medical and surgical attention to the sick and injured employés of the railroad companies embraced in the "Santa Fé system."

Every employé of the company is a member of this association.

There is no capital stock, the fund being supported by fees deducted from the employés' compensation, said fees varying from 25 cents to $1, according to the amount of wages paid.

Total receipts from members—contributions and other ones—for the year 1888 were $135,335.92.

Total operating expenses were $115,227.25.

Total number of employés who have received relief during the year is 18,704.

We have railroad eating-houses along our line, which are required to give our train-men a rate of 25 cents each for meals. There are no lodging-houses for our train-men while away from home; most of the freight-crews occupying the bunks in the cabooses while out on the line.

As to reading-rooms, this company has eleven located at division points. Generally, rooms for library purposes are located in the stations or other buildings conveniently situated, but in several instances separate buildings are provided for this purpose.

At nearly all two good large rooms are furnished, one for reading and writing purposes, the other in which to play games. There is an average of about three hundred and fifty books at each reading-room. In most instances employés are permitted to take the books to their homes on making a deposit of $2 with our agent, which is held by him as long as the employé continues to borrow books.

The better classes of newspapers and periodicals are subscribed to by the railroad company on behalf of these rooms.

At Topeka and Raton both privileges are furnished, for which the employés taking advantage of same pay a nominal sum.

Games—such as cards, checkers, dominos, and cribbage—are furnished, but gambling is strictly forbidden at all the rooms.

As to technical education, we employ apprentices in the different departments, and teach them the different trades in connection with the mechanical department.

Their wages are raised each year in accordance with the progress made in the work.

When we engage locomotive engineers or promote locomotive firemen to positions of locomotive engineers we examine them very rigidly as to their knowledge of the parts and working of a locomotive; also on time-card rules, that they may be competent to handle all classes of trains under all conditions.

We recently had on our line an instruction car from the Westinghouse Air-Brake Company.

It was in charge of an instructor, and as it moved from place to place all the employes connected with the train service had an opportunity to gain a practical knowledge of the construction and operation of the air-brake.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

[By Mr. D. B. Robinson, General Manager.]

We have no insurance fund and no attempt has been made to establish one. We have, however, a hospital fund, which enables sick and injured employés to receive necessary medical and surgical attention free of charge. This "fund" is maintained by donations from every employé of the company; employés receiving less than $100 per month contributing 50 cents and those receiving $100 or over per month contributing $1 monthly.

We have company eating-houses at each division point, which are operated under contract, employés being furnished meals for 25 cents each. Have reading-rooms at division headquarters of operating division, with all local dailies, also dailies from principal cities and popular weekly and monthly papers and magazines; also library of books. The expenses of the reading-rooms are maintained by the company.

No provision is made for technical education in shops.

With reference to recognized system of promotion, we have the usual "civil service," employés receiving promotion in accordance with length of time in service and capabilities for position.

BALTIMORE AND OHIO RAILROAD COMPANY.

[By Mr. J. T. O'Dell, General Manager.]

There is a fund provided for the employés of this company, on which they have a right to draw in case of inability to earn wages on account of sickness or accident, and from which payment is made to their families in event of death.

This fund is created and maintained by monthly contributions from employés and contributions in money and other valuable considerations by the company.

It is controlled by a committee of the board of directors of the railroad company, assisted by advisory committees elected by the contributing employés.

The Baltimore and Ohio Employés' Relief Association was established on May 1, 1880, and was incorporated by an act of the general assembly of Maryland on May 3, 1882. This charter was repealed, to take effect April 1, 1889, when the association was merged into the present relief department, which comprises three features, viz: the relief feature, saving feature, and pension feature.

The relief feature will afford relief to its members entitled thereto when they are disabled by injury or sickness, and to their families in the event of their death.

The savings feature will afford opportunity to employés and their near relations to deposit their savings and earn interest thereon, and enable employés only to borrow money at moderate rates of interest and on easy terms of repayment, for the purpose of acquiring or improving a homestead or freeing it from debt.

The pension feature will make provision for those employés who, by reason of age or infirmity, are relieved or retire from the service of the company.

All claims are submitted to the superintendent of the Relief Department, whose judgment is final, subject only to appeal to the advisory board.

There is no question as to the good feeling of the large majority of the employés toward the institution. This is evidenced in many ways, the most striking of which was exhibited on the 1st of April, 1889, when the association merged into the "department," and each member of the association was asked to become a member thereof. No difficulty was experienced in securing membership from 98 per cent. of the old association, the 2 per cent. declining being composed mainly of the switchmen and brakemen in the vicinity of Chicago.

The company has no eating or lodging houses for train-men when away from home, nor does it provide reading-rooms or other places of resort, except at Columbus, Ohio, at which point the Union Depot Company furnishes lodging for passenger conductors, brakemen, and baggage-masters, the expense of which is charged to all the roads using the depot.

It has, however, a reading-room at Mt. Clare shops, Baltimore, and a library containing 10,000 volumes of the best reading matter, together with all the best technical and scientific journals, which are always accessible.

The employés avail themselves very liberally of the advantages secured to them, and text-books and mechanical journals are eagerly sought after. Books are forwarded to the employés and returned to the library by the company without charge, to those using them; but while the library-room at Mt. Clare has been open at all hours for the use of employés, and this fact has been liberally advertised, no one takes advantage of it.

A reading-room was provided at Garrett, Ind., but failed for lack of patronage. An attempt to establish reading rooms at Martinsburgh and Keyser, W. Va., was equally unsuccessful.

A system of technical education was inaugurated some years ago, but abandoned.

It is customary to make promotions from among such employés as are deserving A rigid examination is conducted.

Dr. W. T. Barnard, of the Baltimore and Ohio Railroad Company, in an article on the relations of railway managers and employés, says:

It is not always true in the history of railroad or other corporations that the one paying the highest wages is best served. The company that is most forward in caring for general welfare of the employés, particularly in the matter of providing support for their disabled, aged, and of long service; that holds all its officials by a rigid responsibility for arbitrary or tyrannical exercise of power; that convinces its lowest servants that they will be protected against injustice, even at the hands of their highest official superiors, will soon obtain such prominence among the masses as will bring to its service the best material the market affords, though it give no more than, nor often quite so much as, others, who regard their employés only as so much material to be utilized or expended in the interests they serve.

Dr. Barnard quotes from an article of the celebrated Dr. Farr, of England, who when consulted upon the advantages of remuneration, partly by salaries and partly by provisions for old age, says in its favor:

In the first place, superannuation is a guarantee of fidelity; in the second place it encourages efficient officers; in the third place it retains good men in the service; in the fourth place it induces men to retire when they become old or inefficient for any cause; and in the fifth place it prevents old servants from falling into disgraceful dependency or distressing destitution, which would be a public scandal, and would deter desirable persons from entering the service.

Dr. Barnard says:

The writer has for a considerable time studied the relationship existing between the managers and the employés of many of our large corporations, and his observations seem to justify the conclusion that, whereas in no other business employing large bodies of labor is there a larger field for cultivating cordiality and reciprocity of interests between owners and employés than in railroading, also in no other business (except perhaps mining) have such opportunities been more neglected.

Concerning the Baltimore and Ohio Employés' Relief Association Mr. S. R. Barr, secretary, says:

The association has grown into almost universal popularity with the employés, dating from the time its practical operation began to be felt among them. This fact is

evidenced not only from the personal expressions of members themselves, but from the fact that a very large number of those leaving the service of the company retain their interest in the natural death feature; that although it was optional at the time of inaugurating the association for all persons then in the company's service to become members or not, it is difficult to find to-day any one of these old employés who is not a member, and of those who are not members nine-tenths would become such if they had not become debarred by reason of their age and infirmity.

BOSTON AND ALBANY RAILROAD COMPANY.

[By Mr. W. H. Barnes, General Manager.]

We have no insurance or guarantee fund of any sort. There has been a mutual relief association among the employés under which they contributed $1 or $2 upon the death of a member of the association, but interest in it failed, and it was closed up some three or four years ago.

This company has no eating or lodging houses for their men, nor is it necessary, all their trips being so arranged as to bring them home at night.

We have no provision for technical education in our shops.

We take apprentices and teach them a trade, then employ them as journeymen, and from them we select our firemen. The journeymen we pay according to their ability All our locomotive engineers are promoted from firemen.

BOSTON AND MAINE RAILROAD COMPANY.

[By James T. Furber, General Manager.]

There is no insurance or guarantee fund provided by this road for it employés to draw on in case of sickness, etc. Our employés have a mutual insurance among themselves.

We have an eating and lodging house near our locomotive engine-house in Portland, Me., where our employés are furnished with meals and lodging at a very low rate.

We have a few apprentices in our car and locomotive shops. Whenever vacancies occur we permit our own men rather than employés of other roads to be promoted. Our firemen are trained to make locomotive engineers, and brakemen to take charge of trains whenever we require the services of a conductor.

BURLINGTON, CEDAR RAPIDS AND NORTHERN RAILWAY COMPANY.

[By Mr. C. J. Ives, President.]

There is no insurance or guarantee fund provided for the employés of this company. Neither has any attempt been made to establish such a fund. We, however, encourage by every means in our power the operation of insurance companies among our men.

This company has no eating or lodging houses or places of resort for its train-men when away from home.

We have no technical education in our shops for the training of men for its service. Neither are any special rules in force to insure the competency of train-men. We have a recognized system of promotion (civil service), invariably advancing our oldest employés.

IOWA CENTRAL RAILROAD COMPANY.

[By C. H. Ackert, General Manager.]

This company has no insurance or guarantee fund. The larger insurance companies solicit insurance among our employés, and the premiums are deducted from the pay of the employés by monthly installments.

The company has no hotels or eating-houses of its own, but at all terminal stations they have lodging and eating houses run by private parties.

No provision is made for technical education in our shops.

Promotions are made according to length of time in service and efficiency. All locomotive engineers and other train-men are examined by the superintendent or other heads of departments before they are employed.

CENTRAL RAILROAD AND BANKING COMPANY OF GEORGIA.

[By Mr. M. S. Belknap, General Manager.]

We have no insurance guarantee, the company making such payments in case of sickness or accident as they think the case merits.

The company has no eating or lodging houses for train-men.

It has no provision for technical education in the shops, except that of the apprentice system, and by the exercise of great care in the selection of material from the brightest and best young men we can secure.

To secure the competency of locomotive engineers and train-men a thorough system of examination and trial is maintained.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

[By Mr. J. R. Maxwell.]

This company has no employés' insurance or guarantee fund of any character, and no steps have yet been taken in that direction.

No special eating-houses are provided for train-men, nor lodging facilities, as they are not necessary to meet our service requirements. Reading-room conveniences are provided at principal terminal stations.

No special provision is made for technical education in the shops.

Merit and term of service is always recognized, and care is taken to insure the competency and efficiency of locomotive engineers, firemen, and train-men.

CENTRAL VERMONT RAILROAD COMPANY.

[By Mr. J. W. Hobart, General Manager.]

We have an arrangement with an insurance company to insure our men against accident, but nothing for sickness. Insurance companies have learned by experience that an insurance indemnifying persons against losses by sickness can not be made remunerative at any rate which they would feel able to pay, and all companies which have attempted this class of insurance coming within my knowledge have abandoned the project.

The insurance against accidents varies in both rate and amount according to hazard, and is so placed that men draw a specified amount for twenty-six weeks, and in case of death resulting from accident the full amount is paid less the weekly indemnity which may have been paid during disability previous to death.

This insurance has been established pending the action of our board of directors upon a proposition presented by myself to create a protective organization composed of railroad employés on the basis of a monthly tax of small amount deducted from their wages, which should be added to the amount derived from an investment of $10,000 to be presented by the Board of Directors out of the securities of the railroad, as a nucleus around which to gather a fund sufficient to care for the sick and wounded or at death to pay a stipulated sum to the families of the deceased, also to care for the aged and infirmed.

The employés generally favor this plan of indemnity rather than insurance.

We have no eating or lodging houses on our line, but arrangements are made with hotels and boarding-houses to board our men at stipulated rates, being protected by the road in the collection of board bills.

We have no reading-rooms as such, only giving men proper rooms for their quarters. We have, however, a large railroad library, composed of scientific, historical, and religious books, as well as those of a lighter character, from which our men can draw under proper regulation. This library is much used, and is looked upon as being a great moral regulator of our men.

As to technical education, there are no provisions except to encourage them in reading such publications as treat upon technical subjects. While there is no recognized system of promotion, it is the universal rule to fill higher positions with men from the lower ranks whenever they are found competent and worthy.

When men are advanced to the position of locomotive engineer they undergo a most thorough examination by our superintendent of motive power, and other trainmen are subjected to a like examination by a competent official.

CHESAPEAKE AND OHIO RAILWAY COMPANY.

[By Mr. J. T. Harahan, General Manager.]

There is no insurance fund or guaranty fund of any sort provided for by this company for the benefit of its employés. It is, however, our custom when an employé is injured in our service, whether through his own fault or not, to make allowances to him while unfit for service, the employé's condition being considered in making the allowance.

This company provides reading-rooms for its employés, and also arranges for eating and lodging houses for its train-men when away from home at reasonable rates.

We have no special provision in our shops for the technical education and training of men for the service.

We do, however, employ apprentices in the machine and car shops who are educated in that particular department. We have a recognized system of promotion which it is intended shall induce men to labor for marked efficiency.

A rigid examination of locomotive engineers and other train-men is conducted, based upon rules for the running of trains and on the handling of locomotives and their knowledge of the mechanical construction thereof. No engineer is allowed to run a train until he has passed this examination.

CHICAGO AND ALTON RAILROAD COMPANY.

[By Mr. C. H. Chappelle, General Manager.]

We have no insurance or guarantee fund of any sort on the line of this railway. No attempt has ever been made to establish such a fund.

This company has no eating or lodging houses for train-men when away from home. Such houses are not a necessity, as our line of railway reaches cities and towns having first-class boarding-houses at low rates.

We have no technical schools for the education of our men in shops or elsewhere. Our system of promotion is upon the basis of seniority and competency; other things of course being equal.

CHICAGO AND ATLANTIC RAILWAY COMPANY.

[By Mr. G. M. Beach, General Manager.]

The Chicago and Atlantic Railway has no insurance or guarantee fund provided for its employés on which they have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death.

The railway has no eating or lodging houses exclusively for their men, and no reading-rooms.

We have no provision for technical education at our shops. Our system of promo-

tion is based upon the faithful discharge of duty and capacity for increased responsibility, all employés being regarded in the line of promotion and advancement. All conductors, engineers, brakemen, and firemen have to pass an examination by a regularly-constituted board as to their fitness for their respective duties and the rules of the road before taking charge of their assigned duties.

CHICAGO AND EASTERN ILLINOIS RAILROAD COMPANY.

[By Mr. O. S. Lyford, Vice-President and General Manager.]

We have no insurance or guarantee fund of any sort provided for employés on which they have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death. We encourage our employés however, to secure accident insurance in some good company.

Our company has no boarding or lodging houses, with one exception, and has no reading-rooms. Our road is not a long one, and the points where the employés reside or wait for trains are in large towns which have all necessary accommodations.

We have no provision for technical education, but concerning promotions and improvement of the service rules are observed.

CHICAGO AND GRAND TRUNK RAILWAY COMPANY.

[By Mr. W. J. Spicer, General Manager.]

We have no insurance or guaranty fund provided for its employés, but the men individually, and to a large extent, insure in the several insurance companies doing business in the State.

Our company provides accommodations for its train employés and mechanics at several of its terminal points in the shape of reading-rooms and also rooms for sleeping and bathing.

They also have the privilege of getting meals at our general refreshment-rooms at reduced prices.

Our system is to take apprentices in our shops, who go through a course of five years' training. Our recognized system of promotion is by seniority governed by efficiency and general good behavior. All our train employés undergo a strict examination as to character, eye-sight, etc., and a knowledge of the company's rules before they are considered competent for service or promotion.

CHICAGO AND NORTH-WESTERN RAILWAY COMPANY.

[By Mr. J. M. Whitman, General Manager.]

This company has no insurance or guarantee fund upon which our employés can draw in case of sickness, accident, etc., and no attempt has ever been made to create one, as such funds are not generally regarded with favor by the men whom they are intended to benefit. Employés have always been encouraged in taking out accident insurance policies, and a careful supervision has been exercised over the agents allowed to solicit at our shops, engine-houses, and among our men. This company has never, to my knowledge, allowed any worthy employé, injured in its service through no fault of his own, to suffer.

In extending its line into new and unsettled country, this company has always provided for the comfort of its employés by constructing good and comfortable hotels and eating-houses, where its men could secure meals and lodging at the nominal rate of 25 cents. The company furnishes rent and fuel free. Whenever the employés have started such a movement the company has provided quarters for reading-rooms and always contributes liberally to the railroad department of the Young Men's Christian Association.

In the matter of training or educating men in our shops, the routine is as follows: Each foreman and master-mechanic is practically a teacher. It is our aim to take men or boys into our shops, and by putting through successive grades of the service make good, practical mechanics of them.

They are first set to work in the tool-room or as messengers for the foremen, and are used in carrying tools to and from various places about the works. This gives them the names of the hand tools and the purposes for which they are used.

From this they are set to machine work, such as that of running a bolt-cutter, nut-facer, or tapper, and afterwards to lathes and planers, as their respective competency may warrant. From that, as vacancies occur or opportunity offers, they pass to the erecting floor. During this entire time the party is under pay, small at first, but gradually increasing as his capability increases. This training is thoroughly practical and is the best possible way in which a shop force can be recruited. In special directions, such as the air-brake, we have air-brake inspectors who are experts in that line, and whose duty consists in being among the men constantly and instructing in all matters pertaining to the brake service. As to promotions, where a vacancy occurs, it is fixed by the next oldest man in our employ, provided he be capable of filling the position.

CHICAGO, BURLINGTON AND NORTHERN RAILROAD COMPANY.

[By George B. Harris, Vice-President.]

Our employés exercise their individual judgment as to insurance, and procure life and accident insurance from such companies as they see fit, or go without insurance. Generally, I think, the men insure.

Our company has no eating or lodging houses for train-men.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY.

[And for Hannibal and St. Joseph Railroad, Kansas City, St. Joseph and Council Bluffs Railroad, and Burlington and Missouri River Railroad, in Nebraska, operated by the Chicago, Burlington and Quincy Railroad, by Mr. E. P. Ripley, General Manager.]

This company maintains an insurance or guarantee fund for sickness, accident, and death benefits, under the head of the Burlington Voluntary Relief Department. Its benefits are shared not only by the Chicago, Burlington and Quincy Railroad, but by the other roads of the Burlington system operated by the Chicago, Burlington and Quincy Railroad Company.

The fund is raised mainly by monthly voluntary contributions of employés, and the interest paid by the company on moneys awaiting disbursement, income from investments, and such appropriations as the company may make in accordance with its guarantee.

As the company pays all the operating expenses, every dollar of the fund is paid to members who are sick or injured, or in case of their death, to their families or designated beneficiaries.

Concerning the reasons which have led to its establishment and the feeling in respect to it on the part of the employés Mr. Ripley says:

The object of the company in establishing a relief department was to enable its employés to make provision for themselves and families at the least possible cost to them in the event of sickness, accident, or death. The company has established this department not only because it has the interest of its employés at heart, but because it believes that the department will serve to retain and attract a good class of employés, lessen the amount of discontent caused by improvidence, diminish the amount of litigation in cases of accident, and increase the good will of the employés toward the company and their confidence in the good will of the company toward them. Employés have been somewhat suspicious of the motives of the company in regard to this department, but there is now, I am glad to say, a growing feeling in favor of it as the regulations become understood and as the practical advantages of the department are made manifest by the prompt payment of benefits.

This company provides for its engine-men at all lay-over points a comfortable bunk room, as secluded and quiet as possible.

Freight-train men are expected to obtain whatever sleep is necessary when away from home in their way cars. Almost all freight-train and engineer-men carry their meals when they expect to be away from home, although there are at all lay-over points good restaurants at which meals can be had for a reasonable consideration—generally 25 cents. At all its principal points this company furnishes a room for its passenger conductors, where they may congregate and pass the time between the arrival and departure of their trains. In addition to this, we assist the railway department of the Young Men's Christian Association by subscription, and its reading-rooms are always open to our men, and are located at our principal points.

As to technical education in our shops, we have a system of apprenticeship, from which we are obtaining good results. The young men who go into our shops are paid fair living wages, and graduate according to their ability. All other things being equal, we endeavor to promote the oldest men in the service, but first take into consideration special fitness and training for the work required of them.

To secure the competency of locomotive engineers and other train-men, we have recently put books and pamphlets on "transportation rules," "firing locomotives," etc., in the hands of employés for study and instruction, and we expect good results from their use. In addition to this, our system of employing road foremen of engines for the education of our engineers and firemen has proved very satisfactory.

Mr. Ripley incloses pamphlets on the relief department, transportation department, and a manual of instruction for locomotive engineers and firemen.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY.

[By Mr. Roswell Miller, President and General Manager.]

We have no insurance fund or guarantee fund of any sort provided for the employés of this company on which they have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death. We have discussed the matter and had seriously contemplated the establishment of a fund by a monthly assessment on all employés, but have not put it in operation, because from the best information we obtained the weight of sentiment among the employés was against it.

We have no eating or lodging houses for train-men. We have lately established reading-rooms at two points on our lines, and we are subscribers to the railroad branch of the Young Men's Christian Association, which has reading-rooms at other points. At all the eating-houses operated by the company special rates are given to employés.

Provision is made for the employment of a certain number of apprentices in our shops, and their apprenticeship trains them for the service. It is our rule in promotion to give preference to the oldest employé, ability and fitness for the work being equal. Applicants for the position of firemen are required to pass a rigid examination as to their character and qualifications. Firemen desiring to be promoted to engineers are required to pass the same examination. Applicants for the position of brakemen are required to pass an examination as to their intelligence and character.

Brakemen who are applicants for promotion are required to pass an examination as to their intelligence and familiarity with train service. These examinations are conducted by officials of the machinery and train department, as the case may be.

CHICAGO, ST. PAUL AND KANSAS CITY RAILWAY COMPANY.

[By John M. Egan, General Manager.]

There is no insurance fund or guarantee fund of any sort provided for the employés of this company.

The company has no eating-houses on the line for employés, but there are divisional point eating-houses that are patronized almost exclusively by the railroad employés.

We have at points reading-rooms where papers and books can be obtained. At one of our divisional points there is a club house erected, which is used by the employés for reading and sleeping rooms.

At our shops we take apprentices in to learn the different branches of business. So far as promoting men is concerned, the first man employed has a prior right to promotion over others, provided he is competent to fill the position when a man is wanted.

CHICAGO, ST. PAUL, MINNEAPOLS AND OMAHA RAILWAY COMPANY.

[By Mr. E. W. Winter, General Manager.]

This company has no insurance or guarantee fund for the benefit of its employés in case of sickness or accident.

Eating and lodging houses for train-men are provided at such of the terminal points where suitable accommodations are not otherwise readily obtained. This company contributes to the support of reading-rooms at several points on the line where it is intended to especially provide for railway employés.

We have no system of technical school education in our shops, but are working under a general plan which young men can commence as laborers, and if they are bright the opportunity is given for them to become familiar with mechanical work in all its details. Under this method efficiency and close application will insure promotion. Our locomotive engineers and conductors are almost entirely educated on our own system, we taking pains to employ young men of good parentage as firemen and brakemen, with the understanding that if they apply themselves carefully to the work and develop well they will in their turn become switch, freight, and passenger engineers in locomotive service, and baggage-men, freight and passenger conductors in train service, we being careful to see that all have their priority rights dating from entrance into our employ, if they prove equally competent.

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

[By Mr. M. D. Woodford, Vice-President.]

In October, 1876, the "Cincinnati, Hamilton and Dayton Railroad Company's Employés' Mutual Benefit Association" was formed, for the purpose of creating a fund for the relief of its members during injury and to provide for their families in case of death.

Prior to that time the sole dependence of disabled employés and their families upon private subscriptions and donations led to the organization of this association, which in the past twelve years has been very efficacious and satisfactory. The fund, from which the members, in case of accident, have right to draw, or from which payment may be made to their families in case of death, is provided by assessing each surviving member $1 at the death of any member of the association; but the endowment shall not exceed the sum of $500, and any surplus arising from a death assessment over and above $500 shall become a part of the contingent fund, out of which are paid, at the rate of $5 per week, injured members who have been disabled from performing their ordinary duties for one week or longer, not to exceed twenty-six consecutive weeks. No allowance, however, shall be made for sickness, unless the same shall be the immediate result of injury. The officers and directors of this Mutual Benefit Association are prominent and faithful employés of this company, and apart from the benefits derived in relieving the distress which injury or death may create are the manifold advantages of closer bonds of fellowship.

Although the railroad company does not provide eating-houses for its train-men when away from home, all important stations have restaurants, where meals are furnished to train-men at reduced rates. Reading-rooms and lodging-rooms are provided at various points on the road for the accommodation of train-men, notably Toledo, Lima, Dayton, Cincinnati, and Indianapolis.

These rooms, which are conveniently situated near to the engine-houses, are furnished with tables, chairs, etc., writing material, and the various daily and weekly papers, weekly periodicals, railroad papers, and railroad magazines.

There are also sleeping accommodations at these rooms, with lavatories adjoining.

We have no system in our shops for the technical education of our men; what knowledge they show is simply empirical, acquired in the daily routine of shop work. Nearly all the mechanics employed by us in the various shops began service as apprentice boys, and have been gradually promoted according to their skill.

As an inducement to the men to labor for marked efficiency, we have fostered a system of promotion in all branches of the service, which recognizes age in service, fidelity, and loyalty, with favorable consideration, when men are qualified in all other respects. To insure the competency of locomotive engineers and other firemen, strict rules are adhered to.

Our regulations require that a man seeking employment as a locomotive fireman must make application in his own handwriting for the position. If he is an average penman, and of good general intelligence, he is then sent to the company's physician and examined as to his eye-sight, color-blindness, etc., after which, if he is eligible, he is usually placed on a switch engine to begin with. From time to time promotions are made, placing him out on the road, and in time, after a service of not less than three years, he may make application for a position as engineer. He is then examined carefully and thoroughly in the mechanical department, and if proficient there, is sent to the master of transportation, who examines him on the rules and regulations of the road, time-card, etc. If the applicant passes this test, he is then given a switch engine to run, and is gradually promoted until he becomes a road engineer. Examinations for color-blindness are made at regular intervals of two years.

CINCINNATI, NEW ORLEANS AND TEXAS RAILWAY COMPANY AND OPERATED ROADS.

[By Mr. John C. Gault, General Manager.]

We have never seen our way clear to organize any insurance or guarantee fund providing for the employés of either of the companies in cases of sickness or accident.

We have encouraged various accident and life insurance companies to do business on our roads, and have aided them to some extent towards issuing as many policies as possible in favor of our employés.

We collect the premiums at our own expense and pay them over to the insurance companies.

We have several eating-houses, and hotels owned by the different roads in the system, chiefly at the end of divisions, so that the train-men are provided with cheap accommodations in the way of meals and lodging.

There has been no provision made by our company for technical education in our shops beyond the usual custom of the country for promoting those who are studious and diligent.

We have a great many apprentices learning trades in our shops, and there is an inducement held out to them in the shape of promotion and advancement in salary whenever they earn such advance or promotion.

Some of the wealthier companies in this country have established insurance funds; the company putting in a certain amount of money, and the rest of the fund is made up by assessments on the emyloyés.

It may be proper for me to add that our road, and the roads generally in the South, have a custom of taking care of those people who are unfortunately injured in the course of the performance of their duties. We employ surgeons under salaries to treat such cases at the expense of the company, and in many cases we pay all the bills of those who are unfortunate until they are able to resume their work; especially is this the case where the persons injured have been long in the service of the

company, and are in such circumstances financially that it would be a hardship for them to pay their expenses while they are under treatment.

CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

[By Mr. Robert Blu, General Superintendent.]

This company has no special insurance fund or guarantee fund provided for the employés on which they have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death. In the event of accident to any employé each case is taken up by the company upon its merits, and a certain amount allowed for lost time, doctors' fees, etc., depending on the nature of the injury, cause of accident, etc.

The employés themselves, twenty years ago, organized the "Bee Line Mutual Insurance Association," that the families of the deceased and disabled employés might be substantially benefited. This association has been successful in its operation, having, up to last fall, paid to the beneficiaries a total amount of $332,143.65. The association is controlled exclusively by the employés (members), in which the company has no voice, except to give the association its heartiest support and a contribution of $500 annually toward its expenses.

In the matter of company eating and lodging houses for train-men when away from home, and reading-rooms or other places of resort, the Brightwood Home, at Brightwood, near Indianapolis, is provided by the company as an eating and lodging house for train-men.

This home is furnished with modern improvements and has a reading-room that will accommodate fifty persons.

It is supplied with one hundred and fifty volumes of interesting and profitable reading matter, besides a number of daily papers, as well as magazines and other interesting periodicals. There is a lunch-room where warm meals are served at all hours, which, with the reading-room is kept open day and night. The price for meals in the dining-room is 25 cents each.

Lunches are furnished as low as and lower than can be obtained at any regular boarding-house for railroad men.

There are seven large sleeping-rooms in the home, containing fifty beds. Lodging and baths are free to regular patrons of the home. The home seems to be appreciated. The regular number of patrons is one hundred and fifty-one, and there are many more who come to it occasionally. The reading-room is well patronized, particularly in winter, by the men who discuss different topics and matters pertaining to their daily work.

The company also contributes to the support of the Young Men's Christian Association reading-room at Columbus and other places.

No provision is made by this company for technical education in its shops. It has been the uniform practice of the company to promote apprentices every six months, and other employés when their ability will warrant it, to fill higher positions made vacant by resignation, etc. The company has a book of rules and regulations which are rigidly enforced, whereby locomotive engine-men and train-men are examined, and their competency to fill their respective positions fully demonstrated before their appointment or promotion.

DELAWARE AND HUDSON CANAL COMPANY, OPERATING SEVERAL RAILROADS UNDER STATUTE AUTHORITY.

[By Mr. H. G. Young, Second Vice-President.]

We have a "relief fund" in connection with our coal department for the purpose of providing for participating employés of that department in cases of sickness or death. The fund is accumulated by payments, on the part of such employés as care to avail

themselves of its benefits, of stated sums; a sum equal to the aggregate of all payments made by the employés being paid into the fund by the company. This fund has been in operation about three years. The Travelers' Insurance Company, of Hartford, Conn., is authorized to operate over our several lines of railroad, and is deemed both by ourselves and our employés as affording the most satisfactory plan for insurance in case of accidents.

As a rule the trips of our men are so arranged as to bring them home each night. We have no eating or lodging houses, but at several points on our lines the Railroad Young Men's Christian Association have reading-rooms which are liberally supported by this company, and where our men, most of whom are members, have the benefit of library, baths, etc.

An apprenticeship of four years is served in our shops, at the end of which time, if the man is capable, a diploma is given. Promotion is from the ranks, the oldest in the service being the first in line of promotion. Special rules relative to the care and working of the locomotive, as well as the most modern and complete tests for vision and hearing, are in force to insure competency of locomotive engineers and train-men.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

[By Mr. W. F. Halstead, General Manager.]

There is no insurance or guarantee fund provided by this company for its employés that is controlled by the company, and no attempt has ever been made to establish such a fund, but our train-men and shop-men have an organization for mutual aid which is operated by the men themselves and is open to employés only. They provide a fund for death and pay weekly benefits for injuries. It has been in existence about eight years and I understand is giving perfect satisfaction.

At East Buffalo we have an eating and lodging house for train-men. This is the only point on our line where we regard it necessary for such a house. We provide both reading and library rooms for the use of our men at Hoboken, Scranton, Great Bend, and Elmira. These rooms are under the supervision of the Young Men's Christian Association.

No provision is made for technical education in our shops.

We promote men according to length of time in service of company, ability, habits, etc. Engineer and firemen are examined relative to competency, etc., by the different master mechanics under whose supervision they come other train-men by division superintendents. When train-men (engineers, firemen, conductors, and brakemen) are injured while in service of the company, we furnish medical treatment and in most cases allow them half time until able to work. In cases of men killed in service of company, we pay funeral expenses, and if married help their families when the case seems to warrant.

DENVER AND RIO GRANDE RAILROAD COMPANY.

[By Mr. S. T. Smith, General Manager.]

There is no insurance or guaranty fund for the aid of employés in case of sickness or death; we have a hospital fund to which employés subscribe 50 cents per month, which entitles them to medical treatment in case of sickness or injury, and a certain allowance to defray burial expenses.

There are no eating or lodging houses set apart for train-men.

We have an employés' library located at Burnham shops, Denver, Colo., and employés who desire, pay a membership fee of $2 and an assessment of 50 cents per quarter. This room is located in the company's building and no rental is charged for its use, and the money collected is expended in the purchase of periodicals and new books.

This library has a very creditable collection of valuable literature.

There is a system of apprenticeship in force at the principal shops of the road. The apprentices are graded into first, second, third, and fourth year classes, and after the expiration of the fourth year they are considered practical machinists and the scale of wages after that time depends entirely upon their competency.

Engineers and firemen.—Firemen are usually made from wipers, and promoted to engineers when considered competent by the superintendent of machinery. Engineers are graded into three classes, one class for six months, another for the second six months, and at the expiration of twelve months satisfactory service they receive the pay of first-class engineers.

Conductors are promoted from brakemen, the promotion being in turn, provided those standing next in line are fully competent for the position.

Train and engine-men are examined on the rules and regulations governing the running of trains, the use of air-brakes and such other rules as may be deemed necessary.

Engineers and firemen are examined by the master mechanic or foreman of road engines as to competency for the respective positions.

It is the aim of the management to promote those already in the service whenever it is practicable to do so.

In regard to the hospital fund, the employés realize the benefits that they have derived therefrom, and I should say that it is a decided success.

Under this arrangement the employés along the line, and in the cities, receive the best medical attendance that is to be had, at a trifling cost.

DETROIT, LANSING AND NORTHERN RAILROAD COMPANY.

[By Mr. J. B. Mulliken, General Manager.]

Neither of the companies under my charge have provided an insurance fund or guarantee fund for the benefit of employés in case of sickness or accident, or from which payment may be made to an employé's family in case of death; nor has any attempt ever been made to establish a fund of that kind.

We have not provided eating or lodging houses for train-men when away from home other than those located at our eating stations, and which are for public use.

We formerly provided reading-rooms at Ionia and Detroit, on the Detroit, Lansing and Northern road, but they were so poorly patronized by our train-men that it was not deemed advisable to continue them, and they were discontinued sometime since.

No provision has yet been made by our company for the technical education of men in our shops; but we have a recognized system of promotion for employés in our service, whereby those who show themselves to be the best fitted for advancement are given the preference when vacancies occur.

Locomotive engineers and train-men are examined as to their competency and knowledge of the rules governing their branch of the service.

EAST TENNESSEE, VIRGINIA AND GEORGIA RAILWAY COMPANY.

[By Mr. C. H. Hudson, General Manager.]

There is no insurance or guarantee fund provided for our employés to draw against in case of sickness. A large portion of them are insured in the various insurance companies and in their own societies, such as the Conductors', Brakemens', and various other associations.

This company has never established eating or lodging houses for the train-men. We have provided reading-rooms and places of resort at various places, but they are not well patronized.

This company has made no provisions for technical education in its shops. We have an apprentice system, and so far as possible promote in the machinery depart-

ment from our apprentices. In the other departments we aim to fill up our higher places by promotion, so that all our men will look forward to and labor for advancement. Our locomotive engineers we promote from our firemen, and they are required to undergo a severe examination in both mechanical and road matters before promotion.

FITCHBURGH RAILROAD, HOOSAC TUNNEL ROUTE.

[By Mr. E. B. Phillips, President.]

This company has no insurance fund, nor does it contribute to any. But there are two organizations, suppported by the employés of this and other companies, called the "Fitchburgh Railroad Relief Association" and the "Railroad Employés' Relief Association," which have insurance funds.

This company has no eating-houses for train-men when away from home; but at all the principal stations where trains originate or end waiting-rooms are maintained, in some of which there are conveniences for sleeping. The company contributes to the support of the reading-rooms of the railroad Young Men's Christain Association at Troy and Mechanicville, N. Y.

No provision has been made by this company for technical education in its shops. All employés are regarded as in the line of promotion, advancement depending upon the faithful discharge of duty and a capacity for increased responsibility. "The rules and regulations for the government of employés of the Fitchburgh Railroad Company" and the special rules in the "time-tables for employés" insure the competency of locomotive engineers and other train-men. The heads of all departments and their assistants are constantly instructing the men under them.

FLINT AND PÈRE MARQUETTE RAILROAD COMPANY.

[By Mr. D. Edwards, Assistant General Manager.]

This company has no insurance fund or guaranty fund of any sort provided for its employés on which the employés have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death, nor has this company ever, to my knowledge, attempted to establish such a system, hence no experience with employés as to the practicability of such.

This company does not operate eating-houses and furnish lodging-houses for its employés, but eating-houses and hotels are in operation and prepared to provide food at all our terminal stations at reasonable prices, and in addition the company does provide suitable sleeping accommodations at several terminal stations for use of train-men that desire to avail themselves of the same. Reading-rooms are available at several points, under the management of the Young Men's Christian Association, in buildings furnished by the railroad company, where a goodly assortment of newspapers and magazines are contributed by the several officers of the company.

We have no technical education system in our shops other than practical every-day knowledge, as supervised by our foremen and superintendents of machinery, and we claim that this plan of education properly prepares our employés for the service required of them.

There is every recognition of efficiency, which induces our employés to labor with the view of being promoted.

Our engineers and other train-men are not subjected to prescribed rules of competency, but are selected after a careful examination of their experience and record; and when advanced, length of service and competency prevail, but length of service does not govern if the promoting power is not fully satisfied of the efficiency of the applicant or the one to fill the vacancy. Our superintendent, train-masters, master-mechanic, and engine dispatchers, all in charge of the train-men, are constantly watching the movements of the employés in their respective departments, so that

when a change is necessary, owing to a vacancy, they are fully advised as to the proper person to fill the vacancy.

Good habits, interest developed with regard to the welfare of the company's property, care used in protecting property and person, disposition, record as to observation of rules, and efficiency are fully considered and rewarded.

The superintendents of the different departments are supposed to be competent to educate, but are not expected to furnish brains for our employés.

There is a hospital system managed by others than the Railroad Company, which our employés are recommended to take advantage of by securing certificates entitling them to medical treatment, medicine, board and lodging, on payment of $5 or $10 per year. The $5 certificates admit the patient to wards, and the $10 certificate admits the patient to a private room. Employés securing such certificates issue an order on our paymaster for the cost of the same, and the amount is deducted from the pay-roll and paid to the hospital or "sanitarium" managers.

The Hartford, Connecticut, and the Detroit Accident Insurance Companies also solicit patronage among our employés, being fully indorsed by the company.

GEORGIA RAILROAD COMPANY.

[By Mr. G. W. Gnem, General Manager.]

No insurance fund or guaranty fund of any sort is provided for the employés of this company on which they have a right to draw in case of sickness or accident.

There is, however, the Georgia Railroad "Non-Secret Mutual Beneficial Association," organized by the employés May 30, 1889.

This company does not provide eating and lodging houses for train-men when absent from home. The company's subscription to the railroad branch of the Young Men's Christian Association at Atlanta secures to its employés the use of the reading-rooms of the association at the place.

There is no provision for technical education in our shops. The education is purely mechanical and practical. We have no recognized system of promotion, but promotion obtains according to merit among firemen and train-men. No special rules are in force to insure competency, except that each individual applicant for position of fireman or train-man must be able to read and write. The applicant must be strong and healthy and not over twenty-five years of age.

GRAND TRUNK RAILWAY COMPANY OF CANADA.

[By Mr. J. Hickson, General Manager.]

A Superannuation and Provident Fund Association was organized October 1, 1874, for the benefit of certain of the employés of the company. An Insurance and Provident Society was organized July 1, 1884. Prior to 1884, on the Grand Trunk Railway proper, a system of insurance was in force on a more limited scale.

A similar society was in existence on the Great Western Railway (now part of the Grand Trunk system) some years prior to 1884.

During the half year ending June 30, 1889, the Grand Trunk Railway Company contributed to the Superannuation and Provident Fund Association $4,525, and to the Insurance and Provident Society $6,250. The contribution to the latter society up to December 31, last, was $10,000 per annum, but in consideration of the number of men admitted by absorption of new lines into the Grand Trunk system the contribution was increased to $12,500 from January 1, 1889. These payments are made and the association established under sanction of the Parliament of Canada. The insurance fund of the society is intended to provide for payments at death, whether resulting from accident or natural causes.

The company provides free lodging-houses at all terminal or locomotive stations

for the use of enginemen and firemen who require to take rest away from their homes. These houses are provided with baths and other necessary conveniences.

At large lococomotive stations, where there are repairing shops, reading-rooms are provided, which the men can make use of for a nominal sum, and which they themselves manage.

At Montreal education in mechanical drawing is given to those who desire to take advantage of it. Locomotive engine-men rise by seniority in the service, if they are competent.

They are examined by the assistant mechanical superintendents before they are allowed to work either as firemen or engine-men. The system of promotion of all classes of employés connected with the train service is that the men who have been longest in the service with a clear record and are suitable for the position have the preference. Before being promoted they are thoroughly examined as to their efficiency and knowledge of the duties expected of them and of the company's rules and regulations.

As to the feeling of the employés in regard to the insurance and provident arrangements, we believe, and with strong grounds for doing so, that the great bulk of those in the company's service look upon them as being wholly in their own interest. They are allowed in a large measure to manage the details, are always supplied with the fullest information, and afforded opportunities for discussing all matters relating to the administration of the association.

ILLINOIS CENTRAL RAILROAD COMPANY.

[By Mr. C. A. Beck, Acting General Manager.]

This company has no insurance fund or guaranty fund of the nature described in the circular of the Commission. I am advised that the matter has been discussed upon one or two occasions, but nothing definite has been done towards the establisment of such a fund.

We give every facility to the insurance of our employés by outside companies.

This company has no eating or lodging houses for its train-men when away from home with the exception hereafter stated, nor does it provide reading-rooms or other places of resort. As a matter of fact, nearly all the runs on this company's lines end in towns of some importance, where the employés are able to get all the accommodation they desire.

The only exception to this rule is at East Cairo, where, owing to the lack of accommodations, a small building has been provided where the men can sleep while off their runs. In a very short time this run will be extended to Mounds Junction, north of the new bridge, now nearly completed, when we shall probably have to afford similar accommodations at that point for train-men.

There is also at East Cairo a small reading-room, which is maintained by the men themselves, aided by contributions from the officers of the company.

At some other points on the line the Young Men's Christain Association have provided accommodations for train-men, with the aid of the railroad company and its officers.

The company has established schools connected with its principal shops, namely, at Weldon, Amboy, Waterloo, Water Valley, and McComb City. At these schools the apprentice boys and the young men that intend to follow railroading as their occupation are taught drawing and such other technical mechanical education as is possible.

From these apprentices, after they have served their term, and from the other mechanics, we select when practicable such men as can serve as foremen of shops and as engineers on the road. Before mechanics or foremen are promoted to the position of locomotive engineers they are carefully examined by the machinery department on the construction and workings of a locomotive, and after they have passed a critical examination to the satisfaction of the examiner they are then examined by

the superintendent or train-master on the rules and regulations affecting the running of trains. After they have passed both of these examinations they are first put in switching service and gradually promoted until they become regular road engineers.

KANSAS CITY, FORT SCOTT AND MEMPHIS RAILROAD COMPANY AND ASSOCIATED COMPANIES.

[By Mr. George H. Nettleton, President and General Manager.]

These companies provide no insurance or guaranty fund on which their employés have a right to draw in case of sickness or accident or from which payment is made to their families in case of death, nor has any attempt ever been made to establish such a fund. When employés are slightly injured they are provided with medicine and treatment at the expense of the company, and when seriously injured they are taken to a hospital and cared for at the expense of the company.

If they are employed in the train service, where their duties are hazardous, they are allowed half-pay while unable to report for duty on account of injuries. If employed in any other department they are allowed nothing on account of their wages while unable to report. These companies own no hospitals, but have arrangements for the use of others at convenient points on the line, where injured employés are taken.

A lodging-house is provided by the company for train-men at West Memphis, Ark. This is the end of a division, but, on account of its being in the Mississippi River lowlands, men are not given any longer lay-over than necessary to give them the required rest. None of the men have families residing there, and there were not the usual accommodations for lodging, which were therefore provided by the railroad company.

A reading-room at this point and at Thayer, Mo., which is another division point, is provided by the company and is heated and lighted at its expense. One is provided at Ash Grove, Mo., by the employés and is heated and lighted at their expense. The company contributes reading matter to all of them.

At Kansas City, Mo., the railroad companies owning and using the Union Passenger Depot provide reading and bath rooms, which are managed under the auspices of the railroad branch of the Young Men's Christian Association, to which the railroad companies contribute monthly sums to cover the expenses of maintenance.

These companies have no provision for technical education of the employés of any department.

It is the rule to promote those who are best qualified to fill the vacant positions, showing preference always to those who have been longest in the service, if equally qualified.

There are no special rules in force to determine the competency of train-men, excepting to learn definitely from their past record that they are competent. If the applicant has not been previously employed on this line, he is required to furnish a statement of his record from the officials of the road where last employed.

LAKE ERIE AND WESTERN RAILROAD COMPANY.

[By Mr. George L. Bradbury, General Manager.]

This company has no insurance or guaranty fund of any sort provided for the employés.

The company has no eating or lodging houses for train-men when away from home, and does not provide reading-rooms or other places of resort.

No special provision is made for technical education in the company shops. A certain number of apprentices are employed in the shops, and receive advancement according to time and merits. We aim to recognize efficiency, good conduct, sobriety, and application in all branches, and to promote our men strictly in accordance with their merits.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

[By Mr. John Newell, President.]

The Lake Shore and Michigan Southern Railway does not provide any insurance or guaranty fund for the benefit of its employés.

In 1869 an insurance company was organized among the employés of the company, and has been in operation since organization, the membership now being 1,100. It is assisted by the company in the way of an annual donation of $500, and many officers of the company are members.

For the accommodation of our engine-men we have "bunk-rooms" at all division terminals, that are quite generally used by the men when away from home. They are fitted up with bath-room, beds and bedding, soap, towels, etc., and men are supposed to see that they are kept clean and orderly. Each freight-train crew (conductor and brakemen) has a large caboose car that is attached to every train they run. This car has wide-cushioned seats that extend the whole length of car, and most of the men sleep in their cars when away from home. The passenger-train men prefer, as a rule, to provide their own lodging places, although at Cleveland we have a room fitted up for the use of passenger brakemen, and we have conductors' rooms at Chicago, Elkhart, Toledo, Cleveland, and Buffalo, which are furnished with lounges, tables, chairs, etc., that are quite generally used by the men that come in and go out during the night.

In addition to the above, the railroad branch of the Young Men's Christian Association has reading and resting rooms at Buffalo, Erie, Collinwood, Cleveland, Detroit, Jackson, and Elkhart, that are appreciated and well patronized by the employés. These rooms are supplied with newspapers, periodicals, books, and reading matter of a character that is interesting and instructive. Entertainments are frequently given for the benefit of the employés. Each building is in charge of a secretary, whose salary is paid by the company, except at junction points, where other companies join in this expense. The company expended in this way $2,520 per annum. No eating houses are furnished exclusively for the use of employés, but there are eating-houses and lunch-rooms on the company's ground at all division terminals and at many of our principal stations for the benefit of the public and employés, the latter being furnished meals at reduced prices.

During eight months of the year we have drawing schools, where mechanical drawing is taught to our employés in the locomotive shops. These schools are conducted by the officers of the company and draughtsmen in the shops, and all material is furnished free, except drawing instruments, which are secured for employés at a small expense. It is made obligatory on the part of shop apprentices to attend these schools (unless excused for cause), and any other employé may go in who wishes to do so. Aside from this, no provision is made for technical education in our shops, except what is gained by actual experience.

As fast as vacancies occur employés are promoted, according to their efficiency and ability.

Great care is exercised in the selection of new men, and all locomotive engineers and other train-men are obliged to pass an examination before a board, consisting of division superintendents and master-mechanics, as to their competency and their general knowledge of mechanics, as well as of time-card and train rules.

LEHIGH VALLEY RAILROAD COMPANY.

[By Mr. H. Stanley Goodwin, General Eastern Superintendent.]

We have an insurance or guaranty fund, or as we call it a relief fund, which provides for the employés of our company in case of injury received by them while in discharge of their duty, and the same fund makes provision for payment to their families in case of their death by reason of such injury. The fund is accumulated by

calling upon the employés to contribute a certain sum at a certain time. Their contribution is entirely optional, but if they do not contribute they fail to receive the benefits of the fund in case of needing it. The company contributes an equal amount, and it is maintained and administered by the company without expense to the fund, under direction of an officer appointed by the company.

The fund has been in operation for a little over eleven years.

The reason which led to its establishment was the need of some provision of this kind for our employés in case of injury received. This fund makes no provision for sickness and death from natural causes. The feeling in respect to it on the part of the employés is exceedingly favorable.

A large number of our employés are members of and contributors to this fund, and those who are not do not refrain from joining by reason of any want of good feeling toward the plan.

The company has no eating or lodging houses for train-men when away from home, nor does it provide reading-rooms for them. Places of resort are furnished them, where they can pass the time while waiting for their trians or for orders.

No provision is made by our company for technical education in shops with the intention of training men for its service thereby.

We have a custom of promoting our men from one position to another, whereby all the men upon the road have the right to consider themselves to some extent in the line of promotion, based to a considerable extent upon their ability and fitness for increased responsibility or for better paying positions, and based also upon the needs of the company. Our need of men for promotion is not great, because most of our employés have been in the service of the company since their boyhood. A great many of our employés in all departments are sons of men who also are, or were until their death, in the employ of the company, and there are quite a number of instances in which we have in our employ three generations in the same family.

The discipline of the road as maintained deals with every case of incompetency, and no person is retained who proves himself to be incompetent.

LITTLE ROCK AND MEMPHIS RAILROAD COMPANY.

[By Mr. Rudolph Fink, President and General Manager.]

This company has not provided any insurance fund or guaranty fund of any sort, for its employés.

The company has provided sleeping cars for its employés at Hopefield, Ark., where, on account of the encroachments of the Mississippi River upon the Arkansas shore, no permanent quarters could be maintained. A reading-room has been provided at Memphis, Tenn.

No provision is made for technical education in our shops.

There is a recognized system of promotion in the service, based upon length of service and peculiar fitness.

There is no special rule in force as regards competency of locomotive engineers. Most of the engineers on the line have been trained upon it, beginning as firemen.

LOUISVILLE, NEW ALBANY AND CHICAGO RAILWAY COMPANY.

[By Mr. John B. Carson, President and General Manager.]

This company has no guaranty fund of any sort which may be drawn upon in case of sickness or accident. The matter has been agitated at various times, but owing to a failure to obtain the consent of the majority of our men has never been put in any definite shape.

The company has no eating or lodging houses for train-men when away from home; nor have we any reading-rooms or places of resort of that character at any place on the line.

Our men are made to serve their apprenticeship as follows:

They are first put into the shops; go from there to the various round-houses; are then placed upon an engine as fireman, and finally, after passing a thorough examination, are promoted to the position of engineer.

Our train-men are regularly promoted, from brakeman to conductor on freight trains, and from that to conductor on passenger trains.

LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY.

[By Mr. James M. Edwards, Vice-President and General Manager.]

No insurance or guaranty fund has ever been provided by our company. No eating or lodging houses, reading-rooms, or places of resort have been provided for train-men. We have no technical education in our shops beyond a regular apprenticeship system. Apprentices are advanced according to their ability to learn and are trained in ordinary shop work.

Men are promoted in the service of the company in accordance with their merits, and it is tacitly understood they will be advanced in accordance with the degree of efficiency which they possess.

All engineers are examined both on time-card rules and machinery before being put in charge of an engine. As to promotion in this service, the men are advanced in accordance with the time they have been in the service, provided they are competent and worthy.

MAINE CENTRAL RAILROAD COMPANY.

[By Mr. Payson Tucker, Vice-President and General Manager.]

This company does not directly provide an insurance or guaranty fund for its employés. There is, however, a relief association, managed by our employés, which has the full approval, as well as the material assistance, of this company.

The company does not provide eating or lodging houses for its employés. It does provide sitting-rooms for employés at our larger stations, but we do not furnish reading matter.

We have no regular system of technical education in our shops. Promotions are made from among those who have the best record for character and ability, the length of service being a secondary consideration.

The following are rules enforced to insure competency of engineers. All engineers are promoted from the ranks of firemen. All firemen must be twenty-one years of age, have a good common-school education, and be physically and mentally sound. Merit alone is the rule for promotion to engineers, regardless of time in service. Candidates for promotion must make application in their own handwriting, and must be examined by the foreman in charge as to qualifications for running trains and knowledge of the locomotive. He is then passed to the superintendent, or train-dispatcher, or person authorized by them, and examined as to his knowledge of time-table rules. He must be able to answer all questions concerning rules from memory. Passing examination satisfactorily, he is qualified as an engineer.

MICHIGAN CENTRAL RAILROAD COMPANY.

[By Mr. H. B. Ledyard, President.]

No successful attempt has yet been made by this company to establish an insurance or guaranty fund of any sort. The difficulty seems to be, first, the impossibility of making such insurance a success without requiring it to be compulsory with all employes; second, the difficulty of fixing the premium satisfactorily to employés between those occupying the more hazardous and less hazardous positions; third, the desire on the part of many of the employés to obtain their insurance through associations to

which they belong—such, for example, as the Brotherhood of Locomotive Engineers; fourth, the difficulty of satisfying employés who have been insured and subsequently left the service of the company; that they are not entitled to a refund of a portion of the premiums paid by them during their employment with such company.

This company has eating and lodging houses for train-men at important division points where the necessity for the same exists. Meals are furnished at about cost, and the prices for the same are subject to change by instructions from the management.

This company also contributes monthly to reading-rooms for employés at several stations on its line. These reading-rooms are generally managed by the railroad branch of the Young Men's Christian Association.

At its most important shops technical education is given, except during the summer months, to the company's apprentices and other employés through the medium of night classes, the instructors being foremen, who, as a rule, are allowed a slight increase of compensation for this special work.

With regard to promotion, engineers and freight conductors are classified, and can not pass from one class to another except after examination. Firemen and brakemen, before being promoted to engineers and conductors, respectively, are required to pass an examination before a board of officers established for that purpose.

As a rule, all other things being equal, promotion is made in accordance with seniority; but in many cases the fitness of the applicant for promotion must be the governing qualification.

MINNEAPOLIS AND ST. LOUIS RAILWAY COMPANY.

[By Mr. W. H. Truesdale, Receiver.]

No insurance or guaranty fund of any sort is provided for the employés of this company upon which they have a right to draw in case of accident, or from which payment may be made to their families in case of death. No attempt has ever been made to establish such a one for the benefit of the employés of this road. Most of our engine and train employés carry insurance in one or the other of several accident insurance companies, whereby, in case of temporary injury, they are paid a certain sum per week during their disability, or, in case of certain injuries which permanently disable them or in case of death, they or their heirs are paid the full amount of their policies.

This company does not provide eating or lodging houses for men when away from home, nor does it provide reading rooms or other places of resort. This company has, however, at two of its principal division points, hotel buildings on the railway property at which all the employés of the road are provided with meals or beds at 25 cents each. The accommodations furnished are very good and the price charged, as above, for them reasonable. In addition to this the company devotes a certain sum each month toward the support of reading-rooms, bath-rooms, etc., in the railroad department of the Young Men's Christian Association; these rooms are located in the city of Minneapolis, and are frequented by many of our train-men.

No special provision is made by this company for technical education in our shops other than that in the different departments we have a number of apprentices, who are required to serve a certain term of years as such, when they are promoted to the position of regular journeymen in those departments. There is also a well recognized system of promotion in all departments of the service of the company whereby men serving in more subordinate capacities who prove themselves capable, diligent, and progressive are promoted to higher and better positions in our service.

No special rules are in force for engineers, firemen, and other train-men other than that they have to serve as firemen or brakemen a certain length of time upon the road, and before promotion are required to pass a very rigid and thorough examination to show that they are thoroughly competent to assume the duties of the position to which it is proposed to promote them.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RAILWAY COMPANY.

[By Mr. F. D. Underwood, General Manager.]

We have no insurance or guaranty fund of any sort provided for employés of the company who may from any cause become disabled, nor is any provision made for the families of deceased employés; neither has any attempt been made by the above company to establish such a fund or to make provision for the families of deceased employés.

The company has both eating and lodging houses for train-men at all divisional points, and provides thereat a limited amount of reading matter, free to employés.

We have no system of technical education established in the shops of the company. There is a recognized system of promotion in all grades.

There are rules in force to insure the competency of locomotive engineers and other train-men, in that they are required to pass a rigid examination as to their knowledge of steam and water, combustion of coal, and other questions appertaining to the mechanical part of their duties. In addition to this they are examined by the transportation department as to their ability to distinguish colored signals by day and by night, and as to their knowledge and understanding of the rules governing the movement of trains; said rules being furnished them in the form of a book and under two classes, regular and special.

MISSOURI, KANSAS AND TEXAS RAILWAY COMPANY.

[By Mr. George A. Eddy, for Receivers.]

We have no insurance fund or guaranty fund, and no attempt has ever been made to establish one. We have, however, a hospital fund, which is accumulated by monthly assessment upon all employés; upon those receiving less than $50 per month, 25 cents; over $50, 50 cents per month. This entitles the employé to office treatment and medicine at the various points on the line where local surgeons are employed; also entrance into hospital (which is located at Sedalia, Mo.) upon recommendation from head of department.

The railway company has no eating or lodging houses. As regards the shopmen, most of them are married men and have their homes located at the places where employed. The engineers and firemen are subject to the same customs as other train-men on the road, with reference to eating-houses, getting their meals at boarding-houses, hotels, and restaurants along the line. No reading-rooms or other places of resort are furnished by the company. In some places there are railroad branches of the Young Men's Christian Association, which are patronized liberally by the railway company.

While there is no provision made for technical education in the shops, custom recognizes that promotion comes with efficiency, and it is usual for all apprentices to acquire such by application of their efforts in a practical manner.

For apprentices learning trades of different kinds, such as blacksmith, machinist, boiler-makers, carpenters, painters, etc., it is the custom in our service to start the apprentice as such at a certain rate per day, and he is continued at that rate of wages until he has acquired efficiency meriting promotion, when his rate of wages is advanced in accordance with his worth to the service in the particular line in which he is engaged.

The competency of locomotive engineers is based upon former experience as firemen and knowledge of the machinery with which they are connected; usually acquired while employed as locomotive firemen and otherwise in the shops, and the only rule to insure competency is industry and application to the duties of the various classes of work assigned to them in the line of promotion to the position of engineer.

THE MISSOURI PACIFIC RAILWAY COMPANY.

[By S. H. H. Clark, First Vice-President and General Manager.]

This company has established no insurance or guaranty fund upon which employés have the right to draw in cases of sickness or accident. The company has, however, a hospital department, conducted upon the plan of graded assessments based upon the amount of wages received by each employé; thus, an individual receiving less than $50 per month pays 25 cents per month, and an individual receiving $50 per month or over pays 50 cents per month. This constitutes a fund out of which employés receive medical and surgical treatment, and enables every employé to receive, at the least possible cost, the best medical and surgical treatment. The company has two hospitals, one at St. Louis and one at Kansas City, with emergency stations at Little Rock, Van Buren, and Pueblo.

The company has department staffs, which embody every main element of specialties—eye, ear, throat, lungs, etc.—consisting of men of established reputation who are continually in the service of the hospital department.

In addition thereto the company supplies transportation to and from the hospitals; also transportation to various parts of the country where it is necessary, by climatic changes, to treat employés.

Burial expenses are also paid in cases of death arising from injury or sickness. The hospital is extensively used by the employés, more than nine-tenths of all the employés of the company receiving treatment annually.

The company does not maintain eating or lodging houses at terminal or division stations for their engine or train men when away from home. The various eating-houses located along the line make concessions in the prices of meals, lunches and lodging to employés in the train service. There are no reading-rooms maintained by the railroad company, as this want is supplied by the railroad branch of the Young Men's Christian Association, to which the company donates a monthly subscription of money at several points, free rent of rooms, etc.

There are no special provisions made by this company for the technical education of employés in shops outside of teaching apprentices by actual experience. There is an organized system of promotion applicable to engineers and firemen in the service of this company. Among our other employés the general rule obtains that the oldest employés in the service of each class are selected for promotion, provided, after special examination, they are considered competent and trustworthy.

This company has no special rules in force to insure the competency of engineers and other train-men, except that engineers are required to serve a term of apprenticeship of from four to six years as firemen before they are promoted to engineers.

Passenger conductors, as a rule, are required to serve from three to five years as conductors of freight trains before they are promoted to passenger trains, and freight conductors serve from two to five years as brakemen before they are promoted to conductors of freight trains. It is the custom of the company to promote its own employés in the service, so far as they are considered competent, in preference to employing outside men.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY.

[By J. G. Metcalfe, General Manager.]

There is no insurance or guaranty fund for the benefit of employés.

The company does not own or operate any eating or lodging houses for train-men when away from home, but it sees that proper eating and lodging houses are provided at terminal stations and that charges are reasonable. Incidentally it assists boarding and lodging house keepers in maintaining such houses. This company does not directly provide reading-rooms or other places of resort; but at several of their terminal stations they assist by subscription the railroad department of the Young

Men's Christian Association, and that association has reading, bath, and amusement rooms convenient to the company's premises at several places, notably Louisville and East St. Louis. At some places also it provides, free of charge, sleeping-rooms on its premises for engine-men.

No special provision is made by this company "for technical education in its shops, whereby it seeks to train men for its service."

There is, strictly speaking, no recognized system of promotion in the service of the company.

It is the general policy of the company to promote the men already in its service; and individual merit in the employés is the only criterion by which the officers are guided. As a rule seniority is not recognized. If a man labors for and attains "marked efficiency," that efficiency is invariably recognized; this without a recognized or formulated system. In reply to your inquiry as to whether any special rules are in force to insure the competency of locomotive engineers and other train-men, would say that no men are appointed to the positions of enginemen or conductors without the company's officials being satisfied by personal examination that they are entirely competent to perform the duties of their respective positions, which includes examination as to knowledge of train rules and machinery. The firemen are examined in signal rules. As a rule enginemen are promoted from the ranks of those who have served as firemen, and generally it is arranged for the firemen to have some elementary experience in the shops, and no man is started on the line of promotion to the positions of enginemen unless we are satisfied that he has the natural qualifications for such a place.

The brakemen are generally hired from young men with the proper physical qualifications and rear brakeman or flagman of each train is especially selected from the most intelligent of the brakemen and has to undergo an examination on train rules, especially those relating to "flagging," with a view to preventing rear collisions when accidents occur between stations. This point is further covered by also requiring the conductor to see that the flagman performs his duties in such emergencies. Passenger conductors are generally selected from the most experienced of the freight conductors, having in view that the conductor in charge of a passenger train should be a man of good appearance and gentlemanly demeanor; the first requisite being, however, that he should be thoroughly versed in train rules and able to take care of his train and passengers in any probable emergency.

MOBILE AND OHIO RAILROAD COMPANY.

[By Mr. J. C. Clarke, President and General Manager.]

This company has no insurance or guaranty of any sort provided for its employés.

The company provides at terminal points where there are no eating or public lodging houses, accommodations for its train-men.

We have no reading-rooms located at any of the points on the line of this road.

We take apprentices into our machine shops for the purpose of teaching them to become mechanics. Many of these men afterwards become locomotive engineers. However, before they are given engines to run they are required to spend two or three months on the road learning it and becoming thoroughly acquainted with the handling of the locomotive while on the road.

The most of our locomotive engineers are men who have formerly been firemen. They serve from four to five years as firemen on locomotives, when they are carefully examined by the master mechanic or superintendent of machinery as to their knowledge of the locomotive, the means and remedies to be applied in case of accident, etc. They are also examined by the superintendent or train-master to see if they thoroughly understand the rules and regulations governing the running of trains, signals, etc. If they pass the examination satisfactory to the master mechanic or superintendent of machinery and to the superintendent or train-master operating the road,

they are then usually first put to switching service in some yard. If they give evidence of being able to successfully handle the engine they are afterwards assigned to road service.

NASHVILLE, CHATTANOOGA AND ST. LOUIS RAILWAY COMPANY.

[By Mr. J. W. Thomas, President and General Manager.]

We have no eating or lodging houses for our train-men, but attach a caboose to each of our freight trains, in which there are sleeping apartments and cooking arrangements.

We did provide a reading-room for our employés, but found it so little frequented that we discontinued it.

We have no arrangement for technical education in our shops.

We have an established system of promotion in all branches of service of this company; our engineers are universally taken from the ranks of firemen and our conductors from brakemen; for twenty years have not employed a conductor from another line.

KENTUCKY CENTRAL RAILWAY COMPANY.

[By Mr. H. E. Huntington, Vice-President and General Manager.]

We have no insurance or guaranty fund for the employés of this company.

We have no eating or lodging houses for train-men, neither is there any provision made for reading-rooms.

There is no provision made for technical education in our shops beyond the plan of preparing men through apprenticeship service, and in the matter of promotion we follow a regular line of promotion for efficiency in service and good behavior whenever practicable.

NEWPORT NEWS AND MISSISSIPPI VALLEY COMPANY (EASTERN DIVISION).

[By J. D. Yarrington, Second Vice-President.]

No insurance or guaranty fund has been provided.

The company have no eating or lodging houses for the train-men. A reading-room is equipped and maintained at the company's expense at Lexington, Ky.

No provision is made for technical education. The system of promotion recognized is seniority, combined with skill in the various stages of their respective trades, and capacity for increased responsibility. Special rules are in force to insure competency on the part of the locomotive engineers and trainmen.

NEWPORT NEWS AND MISSISSIPPI VALLEY COMPANY (WESTERN DIVISION).

[By Mr. John Echols, Third Vice-President.]

A hospital is maintained at Paducah, which is open at all times and to all employés who may be injured or in need of medical attention. The expenses are met out of a fund created by contribution from the company and an assessment of each employé, based upon the amount of salary received. The funds are expended only in administering the affairs of the hospital, under the direction of the chief surgeon and the control of the board of directors, who manage its affairs. The plan is very favorably received by the employés.

The company has no eating or lodging houses for its employés. It makes contributions to support the Young Men's Christian Association reading-rooms, etc.

No special provision is made for technical education.

Apprentices are promoted as they become skilled in their respective trades, and in all branches of the service the vacancies are supplied from the company's forces whenever suitable men are available.

Locomotive engineers and all train-men are examined, and must prove themselves competent and proper persons for their respective positions.

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

[By Theodore Voorhees, Assistant General Ssuperintendent.]

We have no insurance fund or guaranty fund of any sort, nor has this company ever undertaken to establish one.

This company does not directly provide eating or lodging houses or reading-rooms for their men. It has, however, contributed very largely for the support of buildings and reading-rooms, which are cared for under the auspices of the Railroad Branch of the Young Men's Christian Association.

We have buildings for this purpose exclusively in New York City, New Durham, N. J., Troy, Albany, West Albany, De Witt, and East Buffalo. We also maintain rooms fitted up for lodging, reading, bath-rooms, etc., at Thirty-third street and Seventy-second street, New York, Little Falls, Syracuse, Rochester, and Buffalo. At all of these rooms the running expenses are largely paid by this company, and this company has provided the rooms and buildings either in whole or in part.

Apprentices are employed who have a knowledge of mechanical draughting; their compensation is at the rate of 10 cents per hour for the first year, 12 for the second, 13 for the third, and the fourth year a journeyman's wages; in this way we seek to train men for service in our shops.

The sons of employés receive preference in appointments as apprentices.

Our firemen are selected among the wipers principally. They are placed on freight engines at first, and are then advanced to passenger engines, selections being made with regard to length of service and ability.

Our engineers are selected from the firemen, with regard to length of service and ability. They are first given a switch-engine to run, at the rate of $2.50 for all under 100 miles, above that 2½ cents per mile; the second year they receive $3 for all under 100 miles, and above that 3 cents per mile; third year they receive $3.50 for all under 100 miles, and above that 3½ cents per mile.

Switch engineers fill vacancies on freight engines, and the pick of freight engineers receive passenger trains; length of service and ability are the main considerations.

The selections are made by competent men, who have the engineers and firemen constantly under their personal supervision.

Promotions are necessarily slow, by reason of the long-time service of the employés; this in turn gives especial advantage in trying and testing the men before appointing them.

NEW YORK AND NEW ENGLAND RAILROAD COMPANY.

[By Mr. William P. Shinn, Vice-President.]

There is no insurance or guaranty fund of any sort provided by this company for its employés on which they have a right to draw in case of sickness or absence, or from which payment may be made to their families in case of death.

The company has no eating or lodging houses for train-men when away from home, nor does it provide reading-rooms or other places of resort, except rooms for the convenience of the conductors while waiting at several of its principal stations.

There is no special provision made by this company for technical education in its shops whereby it seeks to train men for its service. The company seeks to induce its employés to labor for marked efficiency by promoting them to more responsible positions whenever a vacancy occurs which they can fill, but its efforts in this direction are to a certain extent frustrated by the action of labor organizations, which seek to have all men in a department receive the same compensation, whether skillful or otherwise, and to have them promoted according to length of service instead of efficiency.

The company has no special rules in force to insure the competency of locomotive engineers and other train-men, but all applicants for positions are subjected to a rigid examination by the head of the proper department.

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

[By D. W. Caldwell, President.]

There is no fund of any sort provided for the employés of this company and no attempt has ever been made to establish one.

This railroad company has no eating or lodging houses for train-men and does not provide reading-rooms, etc., except so far as it aids the Young Men's Christian Association to do so.

There is no provision made by this company for the technical education of its men.

Promotions are made from the ranks in preference to employing men from other roads. The rule is to promote those longest in service, other things being equal.

Train and engine men are subject to an examination. Firemen and brakemen are promoted to engine-men and conductors only after an experience upon the road which fits them for such positions.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

[By Mr. A. R. Macdonough, Secretary.]

No insurance or guaranty fund of any sort is provided by this company for its employés nor has any attempt ever been made to my knowledge to establish such a fund, certainly not since the organization of the present company (the New York, Lake Erie and Western Railroad Company) in 1878.

Train-men are furnished meals at all eating-houses on this line at a reduced rate. Majority of train-men reside at lay-over points. At several points where train-men have not residences, bunk-rooms are provided by the company for them. At other points men use cabooses. At one terminal point a reading-room with library, meeting-room, bath-rooms, etc., are provided for the use of train-men by the company. At nearly all terminal points similar accommodations are furnished by the railroad branch of the Young Men's Christian Association, to the support of which the railroad company contributes.

No provision is made for technical education in shops except the usual plan of apprenticeship. Promotion is made to depend upon the record of the employé for efficiency and capacity. In addition to the regular standard rules for the government of locomotive engineers and other train-men, they are examined as to their competency to perform the duties assigned them by both written and oral examinations.

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.

[By W. E. Barnett, Executive Secretary.[

No insurance fund or guaranty is provided by this company for its employés and no attempt has been made to establish one.

The company has no eating or lodging houses for train-men when away from home, but contributes to the support of reading-rooms in the cities of Springfield and New York.

No provision is made for technical education of men in our shops.

A general order was issued in the year 1884 in regard to promotions, which is still in effect and is quoted below:

In filling any advanced position on any division or in any department of the service of this company, the appointing officer must, in all cases, do so by promotion from the position or service next below in rank, provided a person suitable for the advanced service is to be found in such lower rank.

In making such promotions, other things being equal, seniority in the service of the company is to control.

Within the meaning of this order every position involving increase of pay or responsibility is to be considered an advanced position.

To insure the competency of locomotive engineers and other train-men they are examined by the head of the transportation or motive power department as to their experience, ability, color perception, and visual power.

NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY.

[By John Burton, General Manager.]

This company has not established any insurance or guaranty fund thus far. It is the practice of the company to induce its employés in the train service to insure with one of the accident insurance companies, but we do not contribute anything toward the premiums, only giving facilities to the insurance company to canvass the employés for policies. I am not aware that any attempt has ever been made to establish such a fund as mentioned in this query.

The company has established at certain points on its line, where train-men are away from home over night, reading-rooms and bath-rooms in connection with the Young Men's Christian Association, which enables men to take rest in a decent fashion.

No system has been established for technical education in the shops. In the train service proper the rule is to make promotions from wipers to firemen and from firemen to engineers; and the same practice appertains to train-men and conductors. These classes of the company's employés are under constant daily watch of the foremen and superintendents, and in that way we may take it there are especial rules to insure competency.

NEW YORK, PROVIDENCE AND BOSTON RAILROAD COMPANY.

[By J. W. Miller, General Manager.]

We have never had any insurance or guaranty fund for the employés. Since I have had charge of the management I have made some preliminary steps towards such a plan, but nothing definite has been done as yet.

No necessity exists in this line for eating or lodging houses, as the length of the road permits employés to be at home nights and Sundays, and generally at all meals except dinner. We have, however, a lodging-room for conductors and engineers at Stonington, where there is a good deal of night-work and no proper place for them to sleep. We also have a conductors' room at Providence, where the men keep their clothes and do their writing.

No provision for technical education is made, as our shops are not large enough. All promotions are made from employés according to merit and time of service. Engineers and firemen are promoted from the lower grades, and station agents are given better positions as they prove their capability. The average length of service in our corporation is very high, some of the men having been on the road thirty years, and in one case a station agent has, I believe, been with the company since it was first organized, and all his sons are now in its employ.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

[By Mr. Charles M. Heald, President.]

This company has no insurance fund or guaranty fund of any sort, nor has any attempt ever been made to establish one, it being deemed impracticable owing to the length of road operated and the number employed. The employés to a large extent are insured in the various brotherhoods of railroad companies.

The company has no eating or lodging houses for its train-men, nor does it provide reading-rooms or other places of resort.

No special provision is made by this company for technical education in its shops. Its train-men are selected from those deemed worthy and competent for such service.

Its employés are fully aware that upon their own merits and efficiency depend their promotion, and they recognize that fact. This company believing in promoting its employés rather than selecting the same from outside of those in its employ. At the present time there are no special rules in force to insure the competency of engineers, but a bureau is about to be established, whereby special attention will be given to insure competency and guard against color-blindness of its engineers.

NORFOLK AND WESTERN RAILROAD COMPANY.

[By Frank Huger, Superintendent Transportation.]

There is no insurance fund provided by this company for the use of employes, on which they can draw in case of sickness or accident, or from which payment may be made to their families in case of death. No effort has been made to establish such a fund. Employés who are injured in the discharge of their duty have their doctor bills and attendant expenses paid while off duty, and in addition the company makes them an allowance for loss of time. A large proportion of the men either carry their own insurance in the different organizations to which they belong or carry accident policies.

This company makes no provision for eating or lodging houses for train-men while they are away from home, but reading-rooms have been established at division terminals. We now have reading-rooms at Crewe, Roanoke, Radford, and Bluefield well supplied with current literature suitable for train-men, and standard books.

Only to a limited extent is provision made for the technical education of employés. It has long been the recognized practice of the company that proficiency and merit shall secure promotion, and as far as practicable it is the endeavor of the company to secure for all departments of its service experienced men out of its own ranks. All firemen before being promoted to engine-men, and all train-men before being promoted to conductors, have to pass a rigid examination, as well in reference to their proficiency for the position they seek as for their familiarity with the train rules and the customs of the service.

NORTHERN PACIFIC RAILROAD COMPANY.

[By W. S. Mellen, General Manager.]

The Northern Pacific Railroad has an organized relief system, known as the "Northern Pacific Beneficial Association," of which the general manager is president. This provides a regular system of medical attendance, applying alike to both sickness and injury, also a daily allowance of 50 cents during time of actual disability, and a small death allowance to cover burial expenses in case of death. The fund is maintained by a monthly assessment of all employés on a 50-cent per capita basis, the fund thus raised being held by the assistant treasurer of the railway company, and is administered by the secretary of the association under the direction of the president in connection with an executive committee from the general officers of the company. The medical work is divided into two divisions, east and west of Helena, with a hospital at Brainerd, Minn., for the eastern division, and another at Missoula, Mont., for the western division, with a chief surgeon for each division, who is resident at the hospital. There are also local surgeons under contract at all terminal and prominent stations. The association commenced its operations in October, 1882. The service is generally acceptable to employés. The hospital service is good, and the grounds are kept neat and attractive. Those who have been attended at these institutions speak well of them and the treatment received.

The company has erected eating-houses where train-men are provided for when away from home. Have also arrangements with hotels along the line of the road where employés receive the benefit of reduced rates for accommodations furnished them.

The company also encourages the establishment of reading-rooms by granting locations for such buildings along its right of way and by donations towards the same.

At the main locomotive shops at Brainerd, Minn., there was established some years since a drawing-school, equipped with all necessary fixtures and presided over by our chief draughtsman. Any of the employés, and especially the young men in the shops, were invited to avail themselves of the opportunity offered, and many have done so. This road is thoroughly on record in the matter of civil-service reform. There are no general stipulated terms of service governing all grades of employés, but as young men show their skill and become proficient, they are selected for advancement in preference to the employment of outside help.

Our rules for the promotion of engine-men are strictly adhered to. Competent men are first promoted from the ranks of cleaners and wipers to be firemen. After sufficient service to become familiar with machinery, and upon recommendation of the engineers for whom they have fired and the indorsement of the master-mechanic, they are promoted to be hostlers; after serving a sufficient time to demonstrate their ability to handle engines acceptably they are promoted to the rank of switch engineer, and in due time to the rank of road engineer. It is not practicable in this promotion to fix a definite period of time on account of the difference of ability displayed by different men, but before a man can take his engine as road engineer he is obliged to go through the different grades of the service and pass a critical examination. The general rule when employing engineers from other roads to fill vacancies when we have no men for promotion is to insist that such men have had at least three years' regular road service and credentials proving their ability as engineers and men.

THE OHIO, INDIANA AND WESTERN RAILWAY COMPANY.

[By C. Henderson, General Manager.]

We have no insurance or guaranty fund provided for the benefit of our employés, and no attempt has been made to establish an insurance fund on our road.

We have no eating or lodging houses for our train-men which belong to or are controlled by the company.

No provision has been made for the technical education of employés in our shops, except that which is attained from actual experience.

The test for promotion is competency and ability. In all cases where it is practicable the employés longest in service are first in the line of promotion, provided they are competent and fitted for advancement.

OREGON RAILWAY AND NAVIGATION COMPANY.

[By Mr. C. J. Smith, General Manager.]

This company has no insurance or guaranty fund provided for employés on which they can draw in case of sickness or accident. While we have no regular hospital fund or hospital arrangements, it is our custom to bear the hospital expenses of all men injured in our service, and we have good surgeons stationed at the various terminal points on our system under salary, whose duty it is to attend on all our men who may suffer injuries while in the discharge of their duty.

This company has no exclusive eating or lodging houses for train-men when away from home, but there are fairly good hotels and eating-houses located at all of the various terminal points on the line of our railway system. At The Dalles, Oregon, we have a free circulating library, which contains a large number of technical works and the current periodicals, from which our men can keep posted in regard to the improvements which are being constantly made in the mechanical world.

No provision is made for technical education in our shops, except as mentioned in answer to question number two, and a regular apprenticeship service. We have

lately organized a system of apprenticeship advancements in our shops and in making promotions; the efficiency of our employés in their various branches and the length of service with the company are governing us in such promotions. In reference to locomotive engineers, we insure their competency by employing a road foreman of locomotives, whose duty it is to ride with engineers while in actual service and give instructions in the economical handling of the locomotive, and also in the use of fuel and supplies. He is also an expert in the use of the latest improved air-brake apparatus on all classes of trains, and it is one of his special duties to instruct engineers in the use of the same. In addition to this, we have the use of a thoroughly equipped air-brake instruction car, which has been placed within reach of all engine and train men, enabling them to become thoroughly familiar, in the minutest details, with every portion of the apparatus.

The general rules in effect on our system governing engine and train men are those adopted by the General Time Convention, which are in use by all the prominent railroad systems of the country.

PENNSYLVANIA RAILROAD COMPANY.

[By Mr. Charles E. Pugh, General Manager.]

This company has a relief fund, formed chiefly of regular monthly contributions by employés who become members thereof, to which is added any income or profits from investments, appropriations by the company, and gifts or legacies which may be made for the use of the fund. No employé is required to become a member of this fund, membership being entirely voluntary, and any member can withdraw without affecting his standing in the service. Any employé not over forty-five years of age, who has been in the service for one month, and who passes a satisfactory medical examination, may become a member in the class determined by his pay, and may also take additional death benefits equal in amount to the death benefit of the class in which he becomes a member. Under certain conditions prescribed in the regulations members may enter higher classes than those determined by their pay.

Employés desiring to become members execute a formal application for membership, and upon approval of the application a certificate of membership is furnished.

This fund is administered through a department of the service of each of the following six companies associated in the administration thereof; viz: the Pennsylvania Railroad Company, the Northern Central Railway Company, the West Jersey Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, the Camden and Atlantic Railroad Company, and the Baltimore and Potomac Railroad Company.

By agreement between the several companies, these departments are managed jointly, the joint operations being conducted under the title of the Pennsylvania Railroad Voluntary Relief Department.

The department is under the general supervision of an advisory committee, whose duties are to see that its operations are conducted in accordance with the regulations; arrange for investments of money not required to be kept on hand for current use; determine the use that shall be made of any surplus at the end of any period of three years; appoint persons to audit the condition of the fund each year; propose such amendments to or changes in the regulations as it may deem desirable; and act upon questions brought before it by appeal from decisions of the superintendent or otherwise respecting the rights and claims of members. This advisory committee consists of the general manager, as member *ex-officio* and chairman, and twelve members, chosen annually, six by the directors of the companies and six by the members of the relief fund.

Members of the fund are entitled to definite amounts, proportioned to their contributions, in case of disablement from accident or sickness, and in the event of death certain definite amounts are payable to their relatives or designated beneficiaries. Members disabled by accident are also provided with free surgical attendance.

In order that the contributions to the fund may be devoted entirely to the payment of benefits to members of the fund, the companies pay all the expenses of administration. They also guaranty to make good any deficiency which may exist in the fund at the end of every period of three years. Should there be a surplus at the end of any such period, it is to be used in the promotion of a fund for the benefit of superannuated members, or in some other manner, for the sole benefit of members of the relief fund, as shall be determined by a vote of two-thirds of the advisory committee and approved by the board of directors.

The relief fund was established February 15, 1886, and was the outgrowth of a desire upon the part of the companies associated in the administration of the department to advance the interests of their employés and provide them with specific relief for themselves and families in case of accident, sickness, and death. That the fund is regarded with great favor by the employés is evidenced by the large and constantly-increasing membership.

There being no provision in the regulations of the relief department for continuing payment from the relief fund on account of sickness after payments have been made for fifty-two weeks, the board of directors authorized, at the expense of the companies, the continuation of payments equal in amount to one-half the sick-benefit rate received during the fifty-two weeks, until investigation and report on the merits of each case could be made, and of such payments thereafter as might be authorized by the boards.

This company does not provide eating-houses for the train-men other than to make such provision at some half a dozen exceptionally isolated points where they are liable to concentrate in moderate numbers, and the surrounding country so sparsely settled that they would not otherwise be able to obtain meals.

All train crews are provided with a caboose or cabin car, in which are provided sleeping-berths, a cook stove with a proper supply of cooking utensils, and, as a rule, train-men, when away from home, sleep and take a portion of their meals in these cars.

At all division terminals bunk-rooms are provided for such of the train-men as desire to avail themselves of them—usually engine-men and firemen. Special effort is made to keep these clean and otherwise attractive. Such buildings are also provided with bath-rooms, plentifully supplied with wash-basins, soap, towels, etc. In the same building containing the bunk-rooms, but in some instances entirely detached, are commodious reading-rooms, supplied with the current daily, weekly, and monthly periodicals.

Our experience with these reading-rooms and adjuncts above described has been very satisfactory, indeed; we find they are largely frequented by the train-men, and we believe they prove a strong inducement to attract them from frequenting drinking saloons and other places of doubtful surroundings. These establishments are in charge of old employés, who in many instances are unfit for service, but well known to the train-men, whose duty it is to see that order and proper discipline are preserved.

We take into our shops each year a limited number of young men who have received a technical education, and assign them to duty, subject to the same hours and discipline in every respect to that enjoined upon mechanics or others therein employed, passing them in time from one shop to another, and finally to the drawing-room and test department; promotion following to official positions, as their ability may justify. A certain number of apprentices who have not received a technical education are employed each year, and when they become mechanics, are eligible for promotions for positions of foremen or any other position within the range of their ability. It is well understood that the companies embraced in the Pennsylvania Railroad management fill all their official positions from foreman upward by promoting those already in their service; preference being given to applicants having been longest in the service, all things being equal.

Engine-men and other train-men are promoted from the service. We rarely, if ever, employ an engine-man or conductor who has not been a long time continuously in our

service immediately preceding his promotion. Firemen before being promoted to engine-men, and brakemen and flagmen to that of conductor, in addition to the knowledge the division officers already have of their capacity, are subjected to a special examination; in case of the former, as to their mechanical knowledge, knowledge of rules, etc. The same course is pursued with flagmen and brakemen, in reference to the applicant being otherwise eligible for promotion in connection with the duties and responsibilities they would be called upon to perform.

PHILADELPHIA AND READING RAILROAD COMPANY.

[By Mr. A. A. McLeod, Vice-President and General Manager.]

This company has an insurance or guaranty fund provided for payments to its employés of benefits in case of sickness and accident and to the families of employés in cases of death. It is known as the Philadelphia and Reading Railroad Relief Association, and embraces not only the employés of this company proper, but those of its affiliated leased and controlled lines. Its organization was effected on October 30, 1888, at a meeting held in the city of Reading, composed of a number of delegates, averaging three from each division or department of the company's service.

The fund which responds to the claims is accumulated by contributions made monthly by the members of the association, together with a contribution by this company made at the same time, and equal in amount to 10 per cent. of the total contributions of the employés. The company guaranties to make this contribution regularly from time to time until the aggregate contributions have amounted to $1,000,000, and thereafter to make a contribution of 5 per cent. upon the same basis, and also guaranty to make good any deficit in the fund up to $1,000. It also assumes all expenses incident to the conduct of the relief association such as salaries, clerk hire, office room, and stationery, in addition to its regular contribution, leaving the fund accumulated to respond only to calls for benefits.

The relief association is managed by an advisory committee, composed of nine members, five of whom are chosen by the employés, three by the board of managers of the railroad company, and the ninth is the general manager of the railroad company, who, *ex officio*, is chairman of the advisory committee. Elections for members of this board are required to be held annually. The details of the management are under the direction of Mr. John W. Royer, as superintendent of the relief association, and to him all claims are referred and all vouchers for benefits drawn by him. These vouchers are countersigned by the chairman of the committee and are paid by the Treasurer of the relief association. The moneys of the association are deposited separately to the credit of the association.

There are visiting committees in each division or department, composed of members of the relief association, who from time to time visit the sick in their respective districts, and make reports to the superintendent as to the progress of their fellow-members who are in receipt of benefits for sickness or accident.

At the inception of the association the membership was about two hundred. Of the total number of our employés about fourteen thousand are eligible for admission to the association, and the total membership at this time is 95 per cent. of all eligible employés. The objects of this association were twofold. It was designed in the first place to bring the interests of the employer and employed into closer connection; and in the second place to relieve the employés from the burden of the many calls made upon them by reason of sickness, accident, and death among themselves. Before the establishment of the relief association there was hardly a case of sickness, accident, or death where the fellow-members of the division or department in which the case occurred were not called upon, or at least expected, to make a contribution toward its relief. The necessity for this no longer exists, and the monthly contribution made by each member of the association not only relieves him of this great drain upon his resources, but provides a fund from which the unfortunate member receives his benefits.

We have every reason to believe that the employés appreciate the great advantages to them of this association, and the presentation of the fact that 95 per cent., or 13,337, of them are members is perhaps the best evidence of their feeling in this connection.

Lodging-houses, more generally known as bunk-houses, are furnished by the company at some of the terminal points upon its system, where it has been found advantageous for the men. In view of the character of the train trips all terminals are so provided, as in many instances the train-men running into certain points reside there. We have at Twentieth street and Pennsylvania avenue, Philadelphia, a house for the use of train-men, which is very comfortably provided with waiting rooms, bath-tub, and other conveniences. At Harrisburgh the conductors have pleasant rooms, provided with cots, washstands, and other conveniences; the engineers and firemen at this point having the use of the bunk-room at the round-house.

At Ninth and Green streets and Third and Berks streets, Philadelphia, stations there are large and comfortable rooms for the train-men, which are used by them to a great extent in making out their reports and spending the time prior to their departure on their trains. At Tamaqua, Richmond, Palo Alto, and Allentown bunk-rooms are provided, and at these points the rooms are used principally by the "extra men," as the "regulars," or those who are assigned to regular runs, have as a general thing private boarding-houses.

There is no regular system of eating-houses for the employés of this company, most of them being accustomed to carrying their meals with them, eating them either en route or at the bunk-rooms before referred to, while some take their meals at the boarding-houses or their homes at terminal points.

No regular reading-rooms, as such, are in existence upon this system, though the bunk-rooms before referred to are used to a great extent for the purpose of reading-rooms by our men, who furnish themselves with papers and periodicals.

No provision is made by this company for the technical education in its shops for train service. It may appear singular, but it is nevertheless a fact, that it is an exceptionally rare thing for a machinist to become a locomotive engineer.

Under the system as in operation with us, a locomotive engineer, before he becomes such, has passed through and become familiar with the duties, first, of a freight or coal brakeman, then conductor, then fireman, and after that engineer. In some cases engineers have been made of men who began as laborers at a round-house or engine-house, working very frequently at building fires in locomotives, then as firemen on shifting or yard engines, then on freight engines on the line, and finally engineers. This plan is deemed the best to make practical locomotive engineers, as it affords a thorough knowledge of all the details of coupling or making up trains, setting switches, shifting cars, and all the important duties devolving upon each class of occupation through which the engineer has passed. It also advances him regularly in pay and position until he has attained the place of engineer. Such knowledge of detail as this plan affords would not be in the possession of a machinist who might come directly from his mechanical duties in the shop to those in connection with a locomotive.

The engineers are also required to undergo strict examinations for the purpose of testing their abilities and qualifications for the position, and this examination is of a character which removes any doubt as to their competency for the place. It embraces an examination of their sight, hearing, ability to read and write, their knowledge of time-tables and the book of rules, their practical mechanical knowledge, and their proficiency in the use of air-brakes and train and road signals. Also their acquaintance with the different parts of a locomotive, and their ability to repair broken or disabled portions in case of emergency.

With reference to the question as to whether there is any system in effect whereby the men are induced to labor for marked efficiency, it may be said that the rates of pay are graduated according to the length of service, and this is a strong incentive

to the proper behavior of train-men generally; and the attainment of such advanced wages and position under this system is a clear proof of the ability of the employé to fill each advanced step in the service. Constant instruction is given to the engineers by the respective road foreman of engines, and every opportunity is afforded the men for advancement in a knowledge of the duties of their respective lines of employment. It may be further stated that no fireman is allowed to run an engine until after he has fired constantly for at least eighteen months, and then only is he allowed to handle an engine after undergoing the thorough examination before referred to and having conferred upon him a certificate by the division superintendent as to his competency.

Brakemen and conductors also have to undergo an examination as to knowledge of time-tables and the book of rules, together with an examination as to sight, hearing, reading, writing, etc., and the same inducement as to advanced pay and promotion is held out to them by continued length of service as to engineers.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

[By James McCrea, General Manager.]

We have what is known as the "Voluntary Relief Department of the Pennsylvania Line West of Pittsburgh." It has only been in existence since July 1, 1889. Up to the present time we have about 3,500 members, and have every reason to believe that the organization will, in the comparatively near future, reach a membership of 10,000. We were led to establish this system, first, from an earnest desire to give our employés a means of insuring themselves in an organization of which the benefits were adapted to their calling, and of which the financial integrity was guarantied, and second, because the success of a similar organization on the Pennsylvania lines east of Pittsburgh has been so very marked that we received numerous requests from our employés to provide them with similar privileges.

Our relief association is (as its name indicates) entirely voluntary and, as the number of applications for membership received during the two months of its existence show, is receiving very satisfactory support from the employés; many of them now being members of other associations, have deferred joining until the time for which assessments have already been paid up has expired.

There are no eating or lodging houses maintained by the company for train-men while away from home, nor is such a plan, as a rule, desirable; the men preferring to live in the very comfortable cabooses supplied for their use.

At all points where our train-men are compelled to lay over we either contribute to the expenses of the Young Men's Christian Association railway reading-rooms (to which our employés have access) or have established and maintained reading-rooms at our own expense. In most places these rooms are provided with bath-rooms, etc., and all of them have a good supply of daily papers, while the majority have small libraries, kept up by voluntary contributions.

We have no fixed system of technical education of men in our shops, nor do we have any regular apprenticeship. Our men work largely at "piecework," and it is the practice, in taking young men into the service, to give them at first work they can do at unskilled labor wages; they are then advanced from one kind of work to another until they have learned enough to warrant the payment of "piecework" wages. They go from one class of work to another through each department of the locomotive or car works, so that they eventually get a very thorough course in whichever branch they may be engaged in.

We make it a point each year to take in a number of graduates from technical colleges and give them a course through the shops and in our mechanical drawing-rooms, which plan results in giving us some very excellent material for the higher positions in the service. All vacancies are filled by promotion.

All engineers are selected from our own force of firemen, seniority in service gov-

erning, other things being equal. When promotions are made the candidates are subjected to a searching examination as to the care and management of an engine, and also as to the rules governing the movement of trains. The result of this examination, coupled with the previous record of the candidate, determines the question as to his fitness for promotion.

THE PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

[By E. Holbrook, General Superintendent.]

We have no fund of any sort provided for employés in case of sickness or accident.

Our line is a short one, running about 60 miles north and south from Pittsburgh, but we have a boarding-house for our men near Pittsburgh, and another at the southern terminus of the road, where they can get meals and lodgings at all hours at reasonable prices.

We have no provision made for technical education in our shops, but have a system of promotion among our train-men—that is, engineers, firemen, conductors, and brakemen—examinations being made from amongst the oldest employés, they being promoted first, everything else being equal. Our engineers and all train-men are required to pass a rigid examination covering all their duties, and are also examined as to their sight and hearing.

RICHMOND AND DANVILLE RAILROAD COMPANY.

[By Mr. Peyton Randolph, General Manager.]

We have no insurance or guaranty fund for the benefit of employés.

This company in all cases, however, takes care of its employés during the time they are laid up on account of injuries received while on duty. This company has never attempted to establish a relief fund, as any attempt to do so would bring forth objection on the part of its employés, provided the plan required them to contribute to its accumulation.

This company has several eating and lodging houses along its line, and employés get their meals at 25 cents per meal. All freight and road trains are furnished with caboose cars, that are usually occupied at lay-over points by conductors and their train hands. These cars are equipped with cooking stoves and bunks.

The company has two reading-rooms that are maintained at its expense. They are furnished with weekly pictorials and monthly magazines, as well as such works as the company from time to time thinks would be useful and interesting reading to its employés.

This company has no school of technology, and does not draw men from the shops for train service. All of its white employés are regarded as in the line of promotion, advancement depending upon the faithful discharge of duty and capacity for increased responsibility.

RIO GRANDE WESTERN RAILWAY COMPANY.

[By Mr. D. C. Dodge, General Manager.]

We have what is called a hospital fund. It is accumulated by assessing every employé 50 cents per month, which is administered under the direction of our chief surgeon.

As a rule the employés are well satisfied with the way the hospital fund is managed. At some points on our road we have lodging-houses for our train-men, but not at places where there are public lodging-houses or hotels.

We have no provision for technical education in our shops. We recognize the system of promotion. We require our train-men to go through an examination before employing them.

ROME, WATERTOWN AND OGDENSBURGH RAILROAD COMPANY.

[By W. W. Currier, Superintendent Transportation.]

We have no fund for the employés, and no attempt has ever been made to establish one, that I am aware of. The company has no eating or lodging houses of its own; all of these where our men put up are owned and controlled by private parties. We have no technical education for our men, except what they learn by actual service. In promoting our men we recognize merit, length of time in service, giving preference to the oldest men, all things being equal. We have no special rules in force in regard to locomotive engineers, etc., other than actual record by such services.

ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY COMPANY.

[By A. Manvel, Vice-President and General Manager.]

No insurance or guaranty fund has been provided for employés.

This company has only the eating-houses that it provides for the traveling public, at which places train-men can secure meals. We have provided lodging-houses for train-men, but our past experience has been that they will not use them, and their use has been, except at one point, practically abandoned.

It is expected promotion of the company's men will be made as their efficiency may be developed in service.

No special rules are in force in regard to locomotive engineers and other train-men except those appearing on the time-cards.

In reference to the above, I beg to state that, as you will be aware, the lines of this company are on the frontier to a very large extent, and our business shows great variations in its volume during the year. This, with the comparative newness of the line, has prevented the establishment of any insurance or guaranty fund up to this time, as, owing to the nature of our traffic, our men are changing more than would be the case in older-settled communities.

SAVANNAH, FLORIDA AND WESTERN RAILWAY COMPANY.

[By Mr. H. S. Haines, General Manager.]

There is no insurance fund or guaranty fund provided by or under control of these companies. The officers and employés of the companies have, however, formed among themselves an association for the relief of its members in case of sickness or accident, and to provide a death benefit to defray burial expenses. The association numbers 530 members. The members of this association have enlarged the scope of its usefulness by the formation, from its members, of the Mutual Co-operative Association, duly chartered by the State of Georgia, the object of which is to buy goods and sell same for the benefit of its members.

The companies have restaurants at junction and terminal stations, at which the employés are provided with meals at reduced rates.

A number of apprentices from the machine-shops are periodically transferred to the chief engineer's office for a course of instruction.

We have the usual provisions for maintaining the competency of employés and for promotions.

SOUTHERN PACIFIC COMPANY.

[By Mr. W. G. Curtis, Assistant to General Manager.]

This company has no insurance fund or guaranty fund on which employés have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death. Our policy is to take care of these cases from a charitable stand-point and in accordance with the facts and circumstances surround-

ing each particular claim. We have a complete hospital and medical-benefit service, under the charge of a superintendent; each employé is required to contribute 50 cents per month to the maintenance of this service. A hospital is maintained at Sacramento, Cal., and contracts with well-conducted hospitals (often those under the care and management of the Roman Catholic Sisterhood) are in force for the care of sick and injured employés at other places, viz: San Francisco, Oakland, Los Angeles, Cal.; Tucson, Ariz.; and Portland, Oregon. Physicians and surgeons are under engagement to care for sick and injured employés at the expense of the hospital fund at various points on the line, and, wherever practicable, specialists (notably oculists and aurists) are also under engagement. This list of medical attachés foots up fifty names. In cases of sickness or injury employés are entitled to treatment, free of charge, at the nearest company physician's or surgeon's office, and, in cases of necessity, at their homes. By arrangements with druggists medicines are at many points furnished to employés without charge on prescriptions made by the company physician.

The company has no eating-houses for train-men when away from home, but controls the hotels and eating stations to a sufficient extent to guaranty its employés fair treatment in this respect. At many places, especially in Nevada, Utah, Arizona, and New Mexico, neat lodging-houses with bath-rooms are provided by the company at division stations, and employés not otherwise provided for are entitled to occupy these houses free of charge. Reading-rooms are also provided by the company at such stations, the libraries contained therein being usually maintained by special contributions from employés; some of these libraries on our line are large and well selected, and all are in every way creditably conducted.

No special provision is made by our company for technical education in its shops. There are systems of promotion varying according to nature of the service, but based upon recognized principles of right and justice, well understood by the men. Our aim is to keep constantly impressed upon the minds of all our officers and employés who may be authorized to hire and discharge men that the performance of duty by every man must be entirely without personal favoritism or bias, and that all vacancies shall, if possible, be filled by promotion, selections for such promotion to be made from the list of those who may have shown themselves the most capable and efficient. When vacancies occur in any branch of our service, all other things being equal, the men who are qualified to fill such positions are entitled to precedence according to their terms of service—those who have been longest in the employ of the company being considered the most eligible.

The intent and object of the greater portion of all the rules issued by the operating officers of railroads is to insure the competency of employés. I can not say that we have any special rules to this end that we may fairly assume to be better than those in force on any well-managed line. The personal record of every employé in the train service, with reference to his experience in the business, is known to us. Division superintendents and division master-mechanics, who jointly are directly in charge of locomotive engineers, firemen, and other train-men are required from their own personal knowledge to know that every man employed is in every respect competent to perform the duties assigned to him.

In case of locomotive engineers, especial pains is taken to assure the management that every man promoted or hired for such duties understands the running of locomotives, the rules governing the movement of trains, and is in every way competent to perform the work required of him.

THE TEXAS AND PACIFIC RAILWAY COMPANY.

[By John A. Grant, General Manager and Chief Engineer.]

We have no insurance fund or guaranty fund of any sort to provide for employés of this company on which they have a right to draw in case of sickness or accident. We have, however, a hospital, under the supervision of a skilled physician and sur-

geon. This hospital is maintained by a certain amount contributed monthly by the employés, viz: All employés receiving $100 or less contribute the sum of 25 cents per month; those receiving salary of more than $100 per month contribute the sum of 50 cents per month. This company owns several hotels and lodging-houses at terminal points, which are leased with the understanding that they are to charge employés one-half of commercial rates. No provision has ever been made by this company for technical education in our shops further than the training of apprentices in a thorough and practical manner. Our apprentices are induced during their apprenticeship to labor for marked efficiency by advancing their wages yearly. The first year we pay our apprentices 7½ cents per hour; second year, 10 cents per hour; third year, 12½ cents per hour; fourth year 15 cents per hour; and fifth year, 17½ cents per hour. The only rule we have concerning engineers and firemen is that we require an engineer to pass a thorough examination in the transportation department as to their understanding of the time-card rules; then we give them various questions, and if their answers are satisfactory we give them a trial on the road. If they do not come up to our expectations they are dismissed from the service. Firemen we select from our ranks according to record, time of service, and general habits and deportment during the time on the road; then they are required to pass the same examination as engineers from other roads, who have made their record, and who make application for a position as engineer, with duly-approved papers from the road last with.

TEXAS PAN HANDLE.

[By C. F. Meek, General Manager.]

There is no insurance or guaranty fund provided by the company for the employés, but employés in nearly every instance carry an accident insurance at a very low rate, the premium for which is paid in installments, and deducted monthly from the wages of the employé insured.

The company has lodging and eating houses for train-men only at points where there is no settlement and these conveniences are not otherwise provided.

We have no provision for technical education in our shops. We find it to our advantage to rely more upon actual experience in train and road service, coupled with a period of practical experience in the mechanical department.

Under our system seniority gives men preferment in every instance where past services have been efficient and meritorious.

Locomotive engineers are carefully examined by master-mechanics before being employed. Locomotive engineers and all train-men are carefully examined with reference to the rules governing the running of trains before being allowed to run.

This company uses the uniform code which is in effect upon nearly all railways at the present time.

TOLEDO, ANN ARBOR AND NORTH MICHIGAN RAILWAY COMPANY.

[By H. W. Ashley, General Manager.]

This company has never and does not now provide any fund to assist employés in the event of sickness or disability.

We compel those who are engaged in train service to take a policy in some accident insurance company and to continue to carry it while in the service.

The company does not provide any lodging or eating houses for its employés in any department.

Our men are generally taken on the recommendation of officers of other railroads. We do not have any recognized system of promotion; the small number of our employés and our personal acquaintance with them making such a system undesirable.

UNION PACIFIC RAILWAY COMPANY.

[By Thomas L. Kimball, General Manager.]

We have no "insurance or guaranty fund" in existence on the Union Pacific lines, but we have what is known as the hospital fund, which originated in 1881 by voluntary contribution of the employes of the Smoky Hill and Denver districts of our Kansas division; the amount paid by each employe being 50 cents per month. In 1882 this was made uniform over the entire system of the road, and continued until February 1, 1884, when the assessment was reduced to 40 cents per month. In December, 1884 it was reduced to 25 cents per month and has continued at that rate ever since. On account of additional benefits which have from time to time crept in during the past five years it has finally been decided to restore the former assessment of 40 cents; this will go into effect on November 1 next.

The company owns its hospital at Denver, leases a building for hospital purposes at Ogden, and has contracts with the hospital at Omaha, Kansas City, and one or two other points on the line, under which patients are cared for at a stipulated price per day or per week.

The company does not especially provide eating or lodging houses for train-men when away from home, except such as are maintained for general purposes. In isolated places we have what are known as bunk-houses for use of our train-men, and at several points we have recently established reading-rooms.

The usual form of apprenticeship prevails in our mechanical department, under which it is sought to train men for the service.

In matter of promotions, we have considered the men largely with a view to their general merits and efficiency, but have no special recognized rule in that direction. We employ the general rules in force on nearly all of the railroads of the United States to insure competency of locomotive engineers and train-men.

UTAH CENTRAL RAILWAY COMPANY.

[By Francis Cope, General Freight and Traffic Agent.]

The Utah Central Railway Employés' Mutual Aid Society is the only insurance or guaranty fund of any sort provided for the employés of the Utah Central Railway Company. It has been in existence about fifteen years, and has been very successfully managed and gives excellent satisfaction to its members. It is unlike most benefit societies, being confined to actual employés, and when a person leaves the service of the company he also leaves the society, but is allowed to draw any surplus profits which may stand to his credit on the books. The relief is limited in duration to six months' full pay, and three months' half pay continuously, after which time the member has no further claim on the society. In case of frequent sickness no member is entitled to receive more than six months' full pay and three months' half pay within a period of fifteen months. The payments to the society are classified respectively A, B, and C, the payments being $1.50, $1, and 50 cents per month. In cases of sickness, the relief is, class A $56, per month, B $37, and C $19. In cases of death, class A, $225; class B, $150; class C, $75.

The society was established by the employés themselves, and is regarded as a very beneficial institution. The secretary is paid about $180 per year for attending to the business of the society. Each member is credited the amount of his contributions, and is charged his proportion of current expenses, including sickness and death. Any balance remaining in his favor is paid to him in full on leaving the company's service, and at the end of each year a dividend is declared proportionate to the amount to the credit of each member. A balance of $2,000 is reserved at the beginning of each year as a fund in addition to the current contributions. This has been found ample in all ordinary sickness and deaths.

The Utah Central Railway is only 280 miles long, and it has not been necessary to establish eating or lodging houses for train-men when away from home, neither does it provide any reading-rooms.

No provision is made for technical education in our shops. A number of apprentices have been employed, who are taught practical business, and many of the skilled mechanics in the shops to-day have been taught there. Promotion has been regulated by time of service and ability (age having preference), all other things being equal. This rule has tended to insure competency of locomotive engineers and other train-men. The Utah Central has recently been consolidated with other western lines, under the management of G. M. Cumming, also assistant general manager of the Union Pacific Railway Company, and I assume that many of the modern improvements for the comfort and education of employés will be adopted.

VANDALIA LINE.

[By John G. Williams, Vice-President and General Counsel.]

This company has no insurance or guaranty fund of any sort provided for its employés on which they have a right to draw in case of sickness or accident or from which payment may be made to their families in case of death, and no attempt has ever been made to establish such a fund. There is in nearly every department of the operating service of this company a brotherhood to which the men in each department respectively belong, such as the Brotherhood of Locomotive Engineers, of Locomotive Firemen, the Conductors' Association, etc. These brotherhoods and associations each maintain a fund applicable to the relief of its members in cases of sickness, accident, or death, and so far as my experience goes I am of the opinion that railway employés generally perfer to create, manage, and distribute such a fund rather than to commit the whole matter to the management and control of the company.

We employ surgeons, whose services the men in case of injuries received whilst in the service of the company are at liberty to command free of charge, and in such cases we also furnish without cost to the employé the necessary medicines and medical supplies. In addition to this, when an employé is injured in the service of the company without fault on his part we aim to give him during his disability such reasonable assistance as his case seems to merit, and the families of employés killed in the service of the company under like circumstances receive the same favorable consideration.

Many of the men insure in accident companies, the premiums being paid monthly, and in small amounts, and we encourage them to do this, believing that where the employé bears a part or all the cost of his insurance he will at least take as good care of himself as if the insurance was carried for him without any outlay on his part.

The company has no eating or lodging houses for train-men when away from home, nor does it provide reading-rooms or other places of resort. The runs made by our train crews are so arranged that there is no necessity for the former, and as to the latter, there is a reading-room at Indianapolis and one at East Saint Louis, this company having part ownership in the one at East Saint Louis, to which our employés can have access if they so desire.

There is no special provision made by this company for technical education in our shops, nor are there any special rules in force to insure the competency of locomotive engineers and other train-men. Numbers of boys enter our machine-shops and go from there as firemen and afterwards become engineers; worthy freight brakemen become freight conductors, and the latter are promoted to passenger conductors. To this extent there may be said, I suppose, to exist a recognized system of promotion. Nearly all of our passenger conductors have been in the service of the company for a number of years, many of the engineers have grown up in the service of the company, and of of course where we employ strangers as engineers we take the necessary precautions to satisfy us that they are competent and trustworthy.

WABASH RAILROAD COMPANY.

[By Charles M. Hayes, General Manager.]

We have no insurance fund or guaranty fund of any character provided for our employés on which they have the right to draw in case of sickness or accident. We have established, however, a hospital system in connection with this road, under the rules of which employés receiving $50 per month and over contribute 50 cents per month from their wages, and those receiving less than $50 contribute 35 cents per month. This contribution entitles them to treatment in our hospitals in case of sickness or injury, or to such prescriptions as they may wish when they are not ill enough to be removed to the hospital for treatment.

Our employés seem to be generally satisfied with this arrangement, as we now hear very few complaints from them regarding it.

Eating-houses have been established at various points along our line both for the accommodation of passengers and train-men. The latter obtain meals at special low rates at all of these houses. We also have a dining-car service on our lines east of the Mississippi River, and all company employés obtain meals on the dining cars at special rates.

This company contributes a certain amount per month (according to the size of the place and the number of our employés located there) to the support of reading and recreation rooms under the supervision of the Young Men's Christian Association at nearly all of our large terminal points. It has also been our policy to encourage by money subscriptions and otherwise the formation of literary and educational societies at such points along our line where any number of our employés congregate during their leisure hours.

Apprentices are employed in our different shops from time to time, who are usually selected from among the families of men who are already employed by the company. They are usually shown preference whenever openings which they are capable of filling occur. This is the rule governing every department of this road in connection with the promotion of employés and the filling of positions.

We have our regular code of rules for the government of engineers and other trainmen, a copy of which is furnished to each man when first employed, and which he is required to carry with him at all times when on duty; but before he is allowed to perform any service a strict examination is made as to his knowledge of the rules and regulations to ascertain whether or not he is capable of filling the position he seeks.

WESTERN AND ATLANTIC RAILROAD COMPANY.

[By R. A. Anderson, Superintendent.]

No insurance fund has been provided nor any attempt made to establish such a fund.

We have no eating or lodging houses for the use of employés, nor are reading-rooms provided for the same.

No provision is made for technical education further than receiving apprentices in the car and machine shops. As a general thing, our machinists, engineers, and conductors are promoted from the shops, firemen, and train-hands, or brakemen. This we find to be an incentive to the men, as they have to prove themselves competent before promotion.

WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

[By George S. Gatchell, general superintendent.]

No insurance fund or guaranty fund is provided for our employés.

We have at Emporium and Rochester terminal eating and lodging houses; no reading-rooms.

No technical education is given in our shops, but we have a small pamphlet, with air-brake cut, which must be understood by all train-men. There is a recognized system of promotion in the service. There are no special rules in force to insure the competency of engineers. A man must serve a certain length of time as a fireman, and then the general master-mechanic and superintendent must be satisfied that he is competent to run a locomotive before he is allowed to do so. Conductors are always promoted from brakemen.

WEST SHORE RAILROAD COMPANY.

[By J. D. Layng, General Manager.]

This company has no insurance or guaranty fund of any sort provided for the employés of our company.

The company has no eating or lodging rooms for train-men, but, under the auspices of the Young Men's Christian Association, has in successful operation reading-rooms at Weehawken, New Durham, Frankfort and Buffalo.

There is no special provision made by our company for technical education in its shops. All promotions are made, as a rule, in the order of age of service, competency being at all times considered.

All the engineers and conductors are required to pass an examination by the head of the motive power department of the division superintendents before being allowed to assume charge of an engine or train.

WHEELING AND LAKE ERIE RAILWAY COMPANY.

[By M. D. Woodford, Vice-President and General Manager.]

We have no insurance fund or guaranty fund of any sort on this line. We own no eating or lodging houses for train-men when away from home, but arrange with parties to conduct such establishments near our track, so that they can have proper places for getting meals and lodging. We give the proprietors of such places as many facilities as we can, so as to make their location permanent. We have no provision for technical education in our shops. Our promotions are in the order of age and competency, but we have no especial rules governing this.

WISCONSIN CENTRAL COMPANY.

[By S. R. Ainslie, General Manager.]

This company has no insurance or guaranty fund of any sort provided for the employés of this company upon which they have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death, etc. We have never endeavored to establish such a fund, and can not, therefore, say whether same would be objectionable or acceptable to employés of this company.

This company has no regular eating or lodging houses for train-men when away from home, but we have a regular form of meal ticket which is issued to employés, and same is honored at any of the company's eating-houses, and at a great many boarding-houses along the lines of this road. In regard to reading-rooms and places of resort, I will say that this company contributes a certain amount each month to the Young Men's Christian Association reading-rooms at the different division headquarters of this company, with the understanding that said reading-rooms are to be open at all times to the employés of this company.

In regard to men in shops receiving a technical education, thereby fitting themselves for service with our company, I will say that no regular organized system is established, but they are aided in every way possible in securing such education by those in charge; but of course the efficiency obtained depends a good deal upon how a

man devotes himself to the work engaged in. In regard to the matter of promotion we adopt strictly civil-service principles, the man next in line of promotion being given the preference where his ability and knowledge fit him for the position. All train-men and engineers are subjected to a rigid examination before being assigned to their respective duties.

RELATIONS EXISTING BETWEEN RAILWAY CORPORATIONS AND THEIR EMPLOYÉS.

Insurance, Rules of Apprenticeship, and Grades of Service.

LABOR ORGANIZATIONS.

Some facts appearing in the answers of the heads of several labor organizations, viz: The Grand Lodge Brotherhood of Locomotive Firemen, Brotherhood of Railroad Brakemen, Order of Railway Conductors of America, Grand International Brotherhood of Locomotive Engineers, and the Switchmen's Mutual Aid Association of North America; also letters of Harry J. Gray, secretary of Shop Employés' Mutual Aid Society, St. Paul, Minneapolis and Manitoba Railway, and E. R. Bristol, of the Railway Employés' Club, Chicago, Milwaukee and St. Paul Railway, with accompanying pamphlets, on August 12 the following circular was sent by the secretary of the Interstate Commerce Commmission to railroad journals as a matter of news, to railroad commissioners for information, and to the heads of organizations of railway employés for answer.

CIRCULAR.

INTERSTATE COMMERCE COMMISSION,
Washington, August 1, 1889.

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DEAR SIR: A knowledge of the facts regarding the relations which exist between the railway corporations and their employés is always of public importance and may be particularly useful to the Commission in some cases in order to enable it to perform its duties in such manner as best to subserve the interests involved. Believing, therefore, that you will willingly co-operate in obtaining the facts, you are respectfully requested to transmit to this office a reply to the following questions:

(1) Is there an insurance fund, guaranty fund, or any other fund from which the members of your order may receive payment in case of sickness or accidental injury, or from which their families may draw in case of death? If such fund exists please state when it was established, and whether by the railroad corporation or the employés; how it is accumulated; how maintained, and give any other facts that may be important to a full understanding of its history and workings. If no such fund exists please state if its establishment was ever attempted; if so, to what extent, if at all, the attempt succeeded, and why it failed.

(2) Does your order insist upon any rules of apprenticeship, and if so, what are they? If a foreman or brakeman can only become engineer or conductor after a term of service, please state what that term is.

(3) In the case of engineers and conductors, are their grades of service recognized either by the order to which the employés belong or by the employing company? If so, what are those grades, and what are the conditions for passing from one to the other? In the case of men engaged in shop work, are promotions made from the ranks of the employés or are men brought from the outside to fill the positions of foremen and the like? If no recognized custom exists, please state whether it has been the subject of discussion hitherto, and what has been the impediments, if any, to its establishment. Copies of papers or documents bearing upon these questions and calculated to elucidate the subjects will be thankfully received.

By order of the Commission.

EDW. A. MOSELEY,
Secretary.

CHIEF ARTHUR AND THE ENGINEERS.

On August 14, Mr. P. M. Arthur, Grand Chief Engineer of the International Brotherhood of Locomotive Engineers, replied substantially as follows:

"The Brotherhood of Locomotive Engineers established an insurance association in December, 1867. It is optional with the members of the brotherhood to take out policies. Certificates of membership are issued to the amount of $4,500, and it is discretionary with the members whether they take out one, two, or three policies, each one calling for $1,500. In the event of death pay is according to the number of policies held, and the same amount is paid for the loss of a hand, foot, or limb, or total loss of eye-sight. We have paid through this channel to widows and orphans of disabled members of the association $2,500,000.

"Many of our subdivisions have also established so-called weekly-benefit societies, which pay to the members from $10 to $12 a week at a cost of 50 cents a month to each member. We have also in use by divisions a form of charity blank for a member who has been sick, out of employment, or in need. It is filled out and sent to the convention by the delegate of the division. Such claim is there examined and the amount determined. We distribute each year from $10,000 to $12,000. This money is received from the profit on our Journal and other miscellaneous matter furnished the subdivisions. We had paid in this way about $500,000. The relief fund now being introduced by the railway companies was unknown at the time we established our plan of insurance.

"No man can become a member of the brotherhood unless he is twenty-one years of age, has had one year's experience as a locomotive engineer, is of good moral character and temperate habits, and can read and write. As a rule engineers are promoted from firemen and conductors from brakemen. Length of service before promotion depends to a great extent upon the character of the man. Some of the roads are requiring examinations for promotion, but this was not so when I was in active service as locomotive engineer fifteen years ago. It is customary on all roads where merit and ability are equal to give the oldest in the service the preference of engines and trains.

"When a fireman is first promoted, as a rule he is placed on a switching train, then a construction train, a freight train, and a passenger train. The length of time he serves on each depends generally upon demand for road engineers and the ability of the man himself. On a majority of the roads promotions are made from the ranks of the employés, though there may be instances where men are brought from the outside to fill positions of authority."

Concerning the troubles arising over beneficiary organizations, Baltimore and Ohio troubles, and the recent attack of the Reading on the brotherhoods Mr. Arthur says:

"It is a mistaken policy on their part. They may feel aggrieved at the action of some of the members of these organizations, but they should not condemn all for the misdeeds of a few. Even if they succeed in preventing the men from joining for a time, sooner or latter they will identify themselves with some one of the labor organizations.

"The same trouble occured in the early days of the brotherhood with the Grand Trunk road and the Chicago and North-Western, and from these examples it is seen that when men are dismissed for joining labor organizations it results simply in their meeting secretly in out-of-the-way places until they become thoroughly organized, when the dismissal of one means the discharge of all.

"It is in the interest of railway companies to aid and assist their employés to combine together for mutual benefit and protection. The brotherhood has been instrumental in giving the railway companies a better class of men than they would otherwise have had. Their laws are very rigid as to drinking, they having expelled during the last year three hundred and seventy-five members for intoxication; and whenever a man is detected dissipating he is punished and the officers of the road are notified of the same."

MR. WHEATON AND THE CONDUCTORS.

On August 15 Mr. C. S. Wheaton, Grand Chief Conductor of the "Order of Railway Conductors of America," replied as follows:

"There is an insurance fund connected with our organization. It is on the assessment plan, and from it members derive a benefit in the amount of $2,500 in case of total disability, or their heirs the same amount in case of death. The fund was established in 1882, and since that time there has been paid from the treasury of the fund over $500,000. It is raised on the mutual benefit plan of $1 an assessment on each member when a claim is approved, and any balance over the claim is kept till the sum of such balances over paid claims shall equal a claim, when no assessment is made. No railroad company contributes to its support. Many of our divisions have in their own by-laws provisions for the payment of sick benefits per week in case of sickness.

"Our order does not interfere in any way with the established rules of railway companies in the employment or promotion of conductors. An employé is not eligible to membership in the order until he has been found competent to take charge of a train as conductor and as such has been in the employ of the company for two years, and unless his moral character is sufficiently established to permit membership.

"We do not recognize grades in our order, as all men stand alike, whether they have run trains two or six years or whether employed as freight or passenger conductors. If a man is unfortunate and loses his position it does not change his position in the order. In short, we do not believe we have the right to interfere with the officers of the company in the handling of their men, or dictate to them whom they shall employ. However, if injustice is done to our men, we frequently intercede for them to secure justice for all."

MR. O'SHEA AND THE BRAKEMEN.

On August 27 Mr. Edward F. O'Shea, Grand Secretary and Treasurer of the Brotherhood of Railroad Brakemen, replied in substance as follows:

"The Grand Lodge of the Brotherhood of Railroad Brakemen has a beneficiary fund in which all members participate. This fund is maintained by assessments, and in cases either of total disability or death the beneficiary or person named in the beneficiary certificate receives $1,000. The fund was established in 1884, and up to date we have expended $528,097.70, and at the present time we are paying one claim of $1,000 per day. Our brotherhood also pays benefits to the sick and distressed, but each subordinate lodge takes care of its own cases and raises its funds by monthly dues. Many thousand dollars are expended each year.

"Our brotherhood has no rules of apprenticeship, but we believe that, other things being equal, the oldest brakeman should receive preference when promotion is to be made. This is not always done, as sometimes men are brought from the outside and get positions as conductors. This is one of the causes of dissatisfaction in the service. We have thousands of conductors in our brotherhood (promoted from brakemen since becoming members) who retain membership with us from choice, but they are all on equal footing in every respect with our other members.

"With few exceptions our brotherhood has had no differences with railroad companies, but on the contrary is recognized by most of the managers as a positive benefit to their employés, and consequently to the service of their road."

As to the "relief associations" Mr. O'Shea says:

"Some of the principal lines have lately organized so-called 'relief associations' for the ostensible purpose of 'caring for our dear employés,' but the real purpose is to undermine and ultimately to destroy the brotherhood and place the men entirely at the mercy of the corporations. The brakeman does not receive wages commensurate with the work he performs or the dangers he is compelled to undergo; hence he is unable to keep up his membership in more than one organization, and, as a portion of

his wages is retained each month for his membership in the relief fund, he has no choice in the matter. A protest will result in discharge, and a discharge forfeits all moneys paid into the fund. The relief fund is a delusion and a snare, and many of the brakemen know it from bitter experience."

The constitution and general rules of the Brotherhood of Railroad Brakemen accompanied Mr. O'Shea's letter.

MR. SARGENT AND THE FIREMEN.

On the 5th of September Mr. F. P. Sargent, Grand Master, replied for the Grand Lodge Brotherhood of Locomotive Firemen, accompanying his letter with the constitution of the order and copies of the agreements between locomotive engineers and firemen and railway officials. His reply is mainly as follows:

"The Brotherhood of Locomotive Firemen was first instituted in 1873 as a benevolent insurance association. The system of paying benefits was this: A certificate of membership was issued to each member under seal of the association, and such certificate of membership constituted a life-insurance policy. The certificate stated for whose benefit the insurance was made. It also stated the agreement on the part of the association to pay to the party or parties as above, or to the legal heirs or representatives of the same, the sum of 50 cents from each and every member of the association in good standing at the time of the death of the insured, providing the number of members should not exceed 2,000.

"On the death of a member proof is made by the proper officials, and the claim is laid before the finance committee and if approved an order on the sinking fund is drawn for a sum equal to 50 cents a member (in good standing), provided the number of members does not exceed 2,000; but if the number does exceed 2,000, an order for $1,000, the maximum policy, is drawn. There is a disability department, also, under the same rules and same officers, but with a separate sinking and expense fund. Each member can join either or both. Each has a separate entrance fee and separate certificate of membership. The accounts are kept separately, and each bears its proportion of the general expense of the association pro rata, according to the number of members. The system was changed in 1881, and became a compulsory feature of the order. The amount of insurance in each case was made $1,000. The assessment remained the same, *i. e.*, 50 cents. Any member refusing to pay an assessment is suspended until such arrearage is paid. Claims are issued not exceeding three per month, and the several surpluses over $1,000 on each claim are preserved until such surplus has reached $1,000, with which a claim is paid without assessment. Total disability is treated the same as a death claim, as is also the loss of an arm or leg or eye-sight.

"This system remains in effect at present save that the policy was increased to $1,500 in 1884. It has been the principal feature of the order and one of the cheapest insurances offered to locomotive engine men. From the organization of the order till February 1, 1889, there was paid on death and disability claims $1,352,000.

"The membership is now 18,000, every one carrying a policy of $1,500 payable in case of death, total disability, or loss of eye-sight, hand, or foot. We disburse monthly $25,000 in benefits.

"The order realizes the necessity of discipline, believes in railway companies recognizing merit, and asks to have the oldest firemen in service promoted when they are competent and worthy, and opportunity offers. We have no fixed time for a fireman to serve before promotion, leaving it to the judgment of the master mechanic under whom he may be, but we desire when a company wants engineers, that the firemen be promoted, the oldest in service being examined, and if found competent advanced. This will be an incentive to the firemen to be diligent and competent.

"Another desire of the order is to obtain employment for good firemen who through accident or neglect of duty have lost situations, yet whose accident or neglect would not debar them from following the occupation on another road. We do not insist

upon this, but hope to introduce it, believing that experienced men are preferable to those taken from the farm or shop. The relationship existing between the companies and members of our order is wholly harmonious."

MR. SIMSROTT AND THE SWITCHMEN.

On October 7 Mr. William A. Simsrott, Grand Secretary and Treasurer of the Switchmen's Mutual Aid Association of North America, wrote thus:

"We have a guaranty fund which is governed by the local lodges, and only pay benefits in cases of accident, sickness not included. In case of death or total disability we pay $900. This regulation was established in March 1886. The fund is raised yearly at our annual convention and accumulates by a pro rata assessment on each member of the association.

"As to our rules of apprenticeship, it is necessary for any man desiring to join our association to have followed this vocation for one year; but we do not insist upon apprenticeship."

TWO OTHER OPINIONS.

Mr. Harry J. Gray, Secretary of Employés' Mutual Aid Society, St. Paul, Minneapolis and Manitoba Railroad, writes at the request of Mr. George Buck, locomotive engineer:

"We organized our Mutual Aid Society in December last and the benefits began January 1. We are satisfied with our success and feel assured of improvement. The number of members in good standing is 305."

Mr. E. R. Bristol, of the Railway Employés' Club, Chicago, Milwaukee and St. Paul Railway, who incloses a pamphlet containing constitution and articles of confederation, writes as follows:

"The beneficial department we have just started, with excellent prospects for the future; such changes as experience suggest will be made from time to time. Our club proper we started a year ago, being compelled to do so by hostile legislation. We then had a membership of 13,000."

APPENDIX 12.

RAILROADS IN FOREIGN COUNTRIES.

Abstract of and extracts from papers transmitted from the Department of State to the Interstate Commerce Commission upon the subject of foreign railroads.

CHINA.

Papers respecting railroads in China were as follows:

(1) H. E. Liu Ming Chuan's memorial on railroads. This was a memorial to Her Majesty the Empress, and was made in obedience to her command. It was devoted first to answering charges brought against railways, and second to the advantages they would bring to the Empire as a means of strength and defense and in promoting the industries and development of the country. On the last point the following quotation is made:

The memorialist, considering this the proper time when needed reforms must be made and strenuous exertions put forward for the public weal, repeats that China should at once encourage and develop her commerce, and appoint a high officer of clear discernment and incorruptible disposition to take direction of commercial and industrial affairs, such as tea and silk culture, iron and coal mining, reclamation of waste land, the manufacture of articles of merchandise, and kindred industrial enterprises should be undertaken by the wealthy classes and merchants, who are to supply their capital and formulate their own regulations. Officials should have no concern with the financial affairs of such companies, nor should they exercise other than a supervisory control, and to see that these mercantile enterprises suffer no injustice or undue restrictions at the hands of others. When these enterprises have once been established and are flourishing their operations will be extended to frontier provinces, and even to outside countries. When China has once taken the lead as the chief mining and industrial nation in the world, one or two scores of years will suffice to make her rich and populous, when the world will not be able to offer a peer.

(2) Like memorials to the Throne of H. E. Chang Chi-tung and Huang Pung-nien.

(3) The imperial decree sanctioning the Grand Trunk Railway, a line from Lu-kou-chiao to Hankow.

(4) Summary of the report of the admiralty board on railroads. The report sets forth the manifold uses of railways as follows:

(1) They facilitate the operations of coast defense.
(2) The expenses of maintaining local armies will be curtailed.
(3) Transportation of troops and military stores will be expedited.
(4) Trade and commerce will flourish.
(5) Mines will be opened and profitably developed.
(6) Traveling will be facilitated.
(7) A regular expeditious mail-service will be established.
(8) The conveyance of famine relief will be prompt and rapid.

It also dealt with the respective routes proposed and their relative advantages and cost, the necessity for government subsidy and of native and foreign loans, and urged the point of the increased wealth and greater power of self-defense which railways will give to China.

The memorials alluded to were very able and interesting discussions of the question whether China should adopt the policy of railroad building; but on account of

the fact that the question has long since been settled, so far as it pertains to America as well as on account of the great length of the documents, they are omitted from this Appendix.

In transmitting these papers to the Secretary of State, Hon. Charles Denby, American minister at Peking, says in his communication of September 16, 1889, "It may be said that at last a new era of progress is beginning in China which will redound to the benefit of both natives and foreigners," and predicts that Shanghai will now become one of the great cities of the world.

JAPAN.

Information transmitted to the Commission in respect of railroads in Japan was contained in a communication to the Secretary of State, under date of September 17, 1888, from Hon. Richard B. Hubbard, American minister at Tokio, inclosing a general summary of the report of the railway bureau of Japan for 1887. The following quotations are made from Mr. Hubbard's letter:

The report of the Japanese railway bureau for the period from April 1, 1887, to March 31, 1888, seems to cover about all the information which is of interest as to the number of railroads in operation, under construction, and contemplated; the cost and details of construction, the cost of operation, the amount of capital invested, the revenue and net profit, the number of locomotives, cars, etc., in use, the value of plant, etc., of the lines under its jurisdiction.

The total number of miles of railway in operation, besides the Hokkaido Railroad in northern Japan, at the end of the fiscal year was 533, of which 245 is of Government lines and 288 of the Nippon Railroad Company's lines, interest on whose bonds is guarantied by the Government.

The income on the total capital invested in Government lines was 38 per cent. and on the total productive capital 58 per cent.

The average cost of the 245 miles of Government railway has been Yen* 71,863 per mile.

In the table of the cost of the Nippon Railroad Company's lines, the cost per mile of the three different sections is put down as Yen 32,754 Yen 21,260, and Yen 15,025, respectively.

All the railways in Japan, except the Hokkaido Railroad (not mentioned in this report, and which is on the American system—61 miles), have been built and are being extended on the European system.

Many of the lower class of cars are now being built in Japan, while most of the first-class cars and nearly all the locomotives are purchased in Europe, most of the locomotives coming from England, as well as about two-thirds of the foreign built cars; while Germany has supplied about one-third of the cars imported from abroad in the past few years.

All the rails have come from England and Germany, the two countries furnishing nearly equal amounts in 1887, though prior to a few years ago England had nearly all the rail trade of Japan.

As to further railway building in Japan there remains of the Yokohama Kodzu line (Government railway) 174 miles to be completed, and which is now being pushed forward, and will be finished by March 31, 1889.

The Nippon Railroad Company hope to finish the remaining 241 miles of their road also as soon as possible, work on which is progressing.

In addition to the above there will be about 1,400 miles of railway either surveyed, contemplated, or under consideration by the Government and by private companies, which the railway bureau calculates will be built in the next ten years, and estimates the expenditure on the same will be made at the rate of about 10,000,000 yen per annum, three or four tenths of which it is estimated will go abroad for material.

This does not include roads in the Hokkaido, which were originally constructed on the American plan, and which I have had intimated to me will be extended at no distant day on the same plan, but I have no positive information as to the extent of the proposed lines or when the work will be undertaken, though information has reached me in quasi official manner that two American engineers have been engaged to make the survey and are now en route for Japan.

This Hokkaido line is not treated of in the inclosed report because the railway bureau has no control or jurisdiction over this line, it being under that department of the government known as the "Hokkaido Administration."

If we add this 61 miles of road to the 533 miles of road in other parts of Japan, we find that the number of miles of road actually in operation in this country is 594.

*Yen is $1.008.

PERSIA.

The only information as to railroads in Persia reported to the Commission is a letter of the Hon. E. Spencer Pratt, minister resident and consul-general at Teheran, under date of September 28, 1888, directed to the Secretary of State, as follows:

SIR: In my No. 32 consular series of the 4th instant I had the honor to inform the Department on the subject of two Persian railways, one recently completed between Teheran and Shah Abdonl Azim, and the other in course of construction from the town of Ambol to Mahamdated on the Caspian Sea. I have now the honor to report that information has reached me through most trnsworthy private sources that the Shah's government has just been asked by the syndicate which constructed the Shah Abdonl Azim line to cede it, in addition, the exclusive right to connect by rail the cities of Konin, Teheran, and Casrine, with the intention of seeking later on the further grant to extend this system from the latter point northward to the Caspian Sea, and from the former southward to the Persian Gulf.

NORWAY AND SWEDEN.

Information as to railroads in Norway and Sweden is contained in two letters of Hon. Rufus Magee, American minister at Stockholm, to the Secretary of State, written in February and April, 1888. In the first letter he says:

I have personal knowledge of the construction of a part of a line of railway in this kingdom the past year that is not without some interest, in the fact that it is the most northern railway in the world.

A few years ago a company was organized, ostensibly English, to build a line of road, commencing at a town named Lulea, on the west coast of the Bay of Bothnia thence in a northwest direction to Ofoten, at the head of the west Fiord on the Norwegian coast, in latitude 68° 50′ north.

The distance from Lulea to Ofoten is about 300 English miles. At first quite an opposition was manifested against granting a charter to the company, it being charged that the enterprise was a Russian one, and by this means Russia could gain her long desired wish of an outlet to the North Sea.

Ultimately, however, the concession was granted and the work has now been under progress for two years. Dutch capitalists furnished the money, while English enterprise is in control of the work. Seventy-two English miles are now finished.

The object of this road is to convey to sea-board the iron ore in the interior of the country and heretofore practically inaccessible. This ore is the richest in the kingdom, running as high as 75 per cent., and it is expected a very great market will be created for it, especially in Germany, as its nearness, cheapness, and richness of quality will be potent factors in its contest with the Spanish ores, which are at present used in Germany.

The port of Oferton is open all winter and vessels of the largest size can enter West Fiord.

The Baltic ports are, however, closed after October and remain so until the last of May. Notwithstanding the extreme degree of cold in the latitude (the railway crosses the arctic circle), I am informed men can work mines and forests without much discomfort, and that no difficulty is experienced in procuring laborers.

The railroad is now being built, commencing at Sundsvall, about 250 miles north of Stockholm, running along the Bothnia coast to Lulea, but it progresses slowly and it will be some years before it is completed. When finished there will be a continuous rail-line from Stockholm to the arctic circle. This line is owned by a Swedish company.

I may add that all railway lines in the United Kingdom, so far as my experience goes, are better ballasted and equipped with better rolling-stock and comfort in traveling than any other country in Europe, save, perhaps, in Great Britain, and are certainly equal to that country.

There has not been an accident on a Swedish line since my residence in the country, which of itself is the best commentary on the general management. I trust I may be able to forward the publications requested within a very short time.

In the second letter Mr. Magee says:

Under date of February 14 I addressed a note to the department, in which I submitted eight questions and to which I asked replies. My purpose was to elicit fuller information than I was enabled to gather from the voluminous and altogether unsatisfactory volumes of statutes furnished by the department, the latest of which was for the year 1885.

My first inquiry:

1. The number of miles of new railway (state as well as private) added to the system for the year 1887.

Answer. During the year 1887 there were 17 English miles of state and 52 miles (English) of private railroads constructed and opened for traffic.

2. Under what authority are the roads managed?

Answer. The state railroads are managed by separate departments, called "royal administration of railroad traffic." The private roads are managed through boards of directors annually chosen by the share-owners. The royal administration exercises a supervisory control over the private roads, see that the lines are kept in repair, regulates traffic, fixes rates, etc., which require the approval of the King. Tax assessments are likewise fixed by His Majesty. Regulation of service for both systems is made by the royal administration. The King appoints one director on the board of a private corporation that has received assistance from the state, and also appoints agents to audit the accounts of such railroads and to report to him upon their management.

3. The number of miles (English) of state and of private railways being operated in the two kingdoms for the year 1887.

Answer. There were 1,551 miles of state and 3,040 miles of private railways under operation at the close of the year 1887.

4. The aggregate amount of capital invested including cost of construction and equipments.

Answer. The cost of building and equipment of state roads (1,551 miles) up to the 31st of December, 1887, amounted to $63,946,721. The cost of private roads for the same period amounted to $68,437,564 for 3,040 miles.

5. The per cent. of profit derived.

Answer. The surplus, after cost of maintenance and operating expenses were deducted, amounted on the state roads to 2.41 cents on the amount invested, while on the private roads the per cent. was 3.54 cents.

6. The character and extent of royal grants, including lands, etc., made to private corporations in aid of construction.

Answer. The state has assisted some private roads with loans, and allows generally the private roads to use Crown lands, rock from Crown quarries, and gravel necessary for construction. The state has loaned to private roads, for which it holds the bonds of the companies, the sum of $12,893,555. It has for the same purpose appropriated without obligation for repayment the sum of $1,053,992.

7. The amount of indebtedness incurred by the kingdom on account of railroads and the annual interest charged laid thereon.

Answer. The amount of the funded debt created in constructing railroads is $65,548,861, and the interest thereon is at an average of 4 per cent. per annum. The revenues of the state roads, as well as of roads that have been assisted by the state, are deposited in the state bank. If there is a deficit in revenue the state appropriates, in case of state railway, sufficient to meet the requirement. The shareholders of private corporations must take care of their obligations.

I may add that the railway service in this country, the construction, equipment convenience, cleanliness, promptness, is far superior to what I have ever seen in Germany, France, or Belgium. There are usually four classes of wagons. The large majority of passengers ride in the third and fourth classes. First-class carriages are more expensive than the best service on American railways. The rate of speed is only about 20 miles an hour, but this includes stops which are very frequent and are from three to thirty minutes in length. The stations are large, usually constructed of either stone or brick, well lighted and warmed in winter-time, and have always connected with them a good café or restaurant. No person can enter a compartment without a ticket and all tickets are shown and punched before the train leaves the station. All passenger cars are heated by steam and lighted by gas. All trains are moved by signal and from the moment of arrival to its departure from the station is under the authority of the station-master. Every employé is uniformed and wears a badge designating his position. Every 6 English, or 1 Swedish mile, there is a signal-house with telegraph apparatus and occupied by two persons called track walkers. Upon the passage of a train it is signaled ahead, while the men walk in opposite directions on the track one-half the distance to the next signal station for the purpose of inspecting the road. Every possible means is taken to prevent accidents, and in my now nearly three years' residence in this country there has not been a life lost in the railway service or any accident.

No one is permitted to walk or to be on or within the right of way or to loiter about stations or grounds of the company. The masonry used in the building of piers, abutments, etc., is of the most substantial character, while all bridges, culverts, and trestle-work are of iron. The track is usually ballasted with gravel, with stone gutters to carry off the water, while the banks or sides of both cuts and fills are sodded. The railroads of no country can possibly be superior or even equal to those of Sweden in respect to the construction, and they well might serve as models. There is perfect security and much more than ordinary comfort in traveling, the only drawback to the American traveler being the slowness of time. The roads are managed in the in-

terest of the people. There is no speculation in their shares, there is no adverse criticism of their management, and the total results are that so far as it goes it is one of the best if not the best railway system in the world. Certainly in many respects it is superior to American.

There is but one road at present under construction by the state. That is a road leading from Sundsvall, 225 English miles north of Stockholm, running interior from the Baltic coast to Umea. The physical difficulties in constructing this line are very great; there are a large number of rivers, fiords, and streams to bridge, together with granite rock excavation. The line can never be remunerative, but it is undertaken by the state as a matter of defense. The Russian Government has constructed a line of road from Helsingfors, on the Gulf of Finland, to Uleaborg, on the Bothnia, and is building a line from the latter point to Haparanda, at the head of the Bay of Bothnia, at the extreme western limit of its territory. Sweden feels apprehensive, and hence is building the line I have mentioned.

NETHERLAND RAILWAYS.

From a communication addressed to the Secretary of State, under date of August 12, 1886, by Hon. Isaac Bell, jr., American minister at The Hague, it appeared that he had addressed a list of interrogatories to the minister of foreign affairs covering the principal points in relation to the administration and operation of The Netherlands railways.

From the reply it appears that some railway lines belong to the state and others to private companies, but all are operated by private companies.

The length of the state railways in 1885 was 1,299.830 kilometers. The cost of construction and extension amounted on the 30th of June, 1885, to Fl.* 227,566.720.

The aggregate length of the six principal railways amounted at the end of 1884 to 1,113.504 kilometers.†

The cost of construction and extension of the railways belonging to the companies worked by the association for working state railways—the Holland Railroad Company, The Netherlands Rhine Railway Company and the North Brabant German Railway Company—amounted to Fl. 127,830.372.

No railways are worked by the state.

When the railways were completed the working of them was made over to private companies, and most of the lines to the association for working state railways, and the others to the Holland Railway Company.

The conditions under which the working of the state railway is carried on by the companies aforesaid are carefully stated in written agreements.

In making over the working of the railways to private companies the Government was influenced by the motive that, from the nature of the subject, the working of railways was to be regarded as an object of private industry and that the Government was moving out of its sphere in undertaking it.

Under a statute passed in 1875 the tariffs required the sanction of the Government.

Within the restrictions of the law, freedom of action is left so far as possible to the railway companies.

The competition with water carriage, as also of the other railway companies, induces transportation at low rates without making distinctions between native and foreign produce.

The terminal charges and the costs of loading and unloading are variable according as they are connected with one class or other of transport.

The charge for conveyance and delivery is included in the charge for goods sent by rail.

No general tariff is in force for the whole of the Netherlands. Both as regards the tariff and system, and the uniformity of rates and terminal charges, the tariffs of the railway companies are different.

All the tariffs, the general as well as the special and exceptional ones, after they have been drawn up by the railway companies, must be submitted to the approval of the Government. When they have been approved, before they are brought into operation, the tariffs must be published in the manner prescribed in article 28 of the law of the 9th of April, 1875. Article 31 of this law sets forth the cases in which the railway companies are empowered to allow reductions on the published tariffs, by special arrangements.

In fixing the charges of the railways which were first worked in this country, attention was directed to the charges made on the railways in the countries adjoining.

In case of the railways completed later on in fixing the charges experience acquired

* Fl. is $0,486.

† Kilometer is 0.6213 of a mile, or 3,280 feet 10 inches.

up to that time was utilized, regard being also had to the changes gradually introduced in the tariffs of the railways in neighboring states.

Tariffs are sometimes fixed upon consultation of the directors of railway companies with the representatives of trade and agriculture.

The aggregate receipts of the six principal railways amounted in 1884 to 24,048,286 florins.

The expenses of the same railways in 1884 amounted to 18,259,496 florins.

As regards the principles on which exceptional and differential tariffs may be granted, the minister of "waterstaat" trade and industry decides.

In the treaties for regulating the continuation of the railway lines on the Netherlands and Belgian and on the Netherlands and Prussian frontiers concluded between the Netherlands and Belgium and Prussia, it was stipulated that the Governments concerned shall take care that, on the aforesaid railways, for every train passing the frontier a tariff shall be adopted as moderate and as simple as possible.

It is further agreed that in the manner and in the charge of conveyance the travelers and the goods in each territory shall be treated in the same way.

By article 31 of the law of the 9th of April, 1875, the railway companies are bound to convey passengers and goods not prohibited by law for the charges contained in the published tariffs and under the conditions fixed by the regulations, without showing favor to particular persons, associations, companies, or corporate bodies.

In certain cases (mentioned in the same article) the companies may make special arrangements with one or more carriers to convey goods at a lower charge than that in the published tariff.

The reductions granted in this way are at once applicable to all merchandise of the same character, to be conveyed on the same railway and under the same conditions.

DUTCH COLONIAL POSSESSIONS.

As to railroads in the Dutch colonies it appeared from the report of Mr. Bell that the length of railway lines in the island of Java is in the neighborhood of 1,177 kilometers and in the island of Sumatra 55 kilometers.

RUSSIA.

Hon. George V. N. Lothrop reported to the Secretary of State in March, 1888, that the railways in Russian Europe are in the aggregate about 17,500 miles.

Some were built by the Government, but the greater portion has been built by private corporations but with the Government aid, and in nearly all cases this aid has been furnished by imperial guaranties of the railway securities. The system as a whole is far from remunerative, and the Government has to pay annually a large sum on this account, about 15,000,000 roubles, I believe.

For several years there has been but little new railway constructed in European Russia; it is said only about 400 miles a year for the last five years, and even this chiefly for strategical purposes.

The great Trans-Caspian Railway, from the Caspian Sea to Samacrand, is not under the jurisdiction of the minister of ways and communications.

It has been built and is managed by the ministry of war, and if my information is correct, it is not likely at present to be of any great commercial value. But for the governmental needs in Central Asia it must be of very great importance.

The financial condition of Russia is such at present that new lines of railway are not favored, and the imperial aid has been refused for several important projects. Except by the completion of work already begun, I think there will be no railway construction this year.

RAILROADS OF THE ISLAND OF TRINIDAD.

In respect to railways on this island, Hon. Moses H. Sawyer, consul, reports as follows:

There are 54¼ miles of railway on this island, all belonging to the Government. The dates when the various lines were opened to use were from 1876 to 1886. The lines from Port of Spain to "Arimia" extends about 16 miles in an easterly direction.

That from Port of Spain to San Fernando reaches about 31 miles in a southerly direction, and the one from San Fernando to Princetown has 7 miles in an easterly direction.

These railways extend through fertile plains, and along the sugar and cocoa plantations. The crown claims a right of way, but pays a compensation to private property of about £20 per acre on the average. The materials for constructing these railways were mostly brought from England.

Telegraph and telephone connections are established along the lines. Towns and villages are appearing, and the population, principally negroes and coolies, is rapidly increasing. Manufactures are in demand, which are imported from England.

RAILROADS IN URUGUAY AND PARAGUAY.

In March, 1888, Hon. John E. Bacon, minister resident, reported in respect of railways in Uruguay and Paraguay as follows:

In reply to the circular of the State Department, dated January 24, 1888, desiring certain information for the Interstate Commerce Commission, I respectfully submit the following, which applies to both Uruguay and Paraguay:

(1) There are no general laws as to railways.

(2) Railways and railway charters are obtained and built in the following manner: A, or B, or a company, applies to Congress for what is here termed a "concession" (charter) to build a railway between certain points, upon certain terms named in the petition.

Congress grants the concession in such shape as it may deem proper. The terms and conditions, however, upon which such concessions are granted are generally as follows:

(1) Stock, materials, etc., to be exempt from taxation for twenty years.

(2) Employés, officials, etc., to be exempt from military duty.

(3) The company to have so much land on both sides of the road.

(4) The right to colonize such lands, with such privileges as are granted by the Government to immigrants and colonies.

(5) The Government to guaranty 5 per cent. per annum on all sums invested in railways for twenty years.

RAILROADS OF THE ARGENTINE REPUBLIC.

From the message of the President of the Argentine Republic, delivered May 8, 1888, extracts are made as follows:

Of the seventeen railways recently conceded, thirteen have the guaranty of the Government. The guarantied lines represent a length of about 7,961 kilometers, and those without a guaranty 1,272, making together 9,233 kilometers.

The aggregate length of the railways is 6,306 kilometers, and they have carried 7,657,406 passengers, and 3,705,086 tons of goods. The gross proceeds amounted to $23,805,722.29, and the expenses to $13,177,172.15. The net proceeds were therefore $10,627,950.14. It would be contrary to the nature of this document to enter into greater details which would demonstrate the unsatisfactory condition of our railways, but the figures mentioned are sufficient foundation for an unfavorable inference.

A more careful examination would show that there is not a single company which pays regard to its real obligations to the public, or which serves the country in the measure contemplated by the authorities in making the concessions. The railway traffic might in some places be doubled or trebled and in all cases it might be considerably increased and give greater returns, thus facilitating a reduction of the tariffs and diminishing the sacrifices made by the treasury in respect of the guarantied lines. But the deficiency in rolling stock on all lines, the actual penury of many of them, which have come into existence, it may be said, with that organic defect, sterilizes the complaints of the public and the protests of the authorities, unhappily powerless to surmount the difficulties of the moment.

Then follows a long presentation of embarrassments in railway operations growing out of defects in the railway laws, and of remedies that should be adopted.

On August 10, 1889, Hon. Henry L. Vilas, secretary of legation at Buenos Ayres, addressed the Secretary of State as follows:

As showing the remarkable activity in railroad matters in this country at the present time, I send herewith to the Department, as inclosures, statements of some of the more important applications for concessions, etc., made to the national congress; and the provincial legislation at La Plata, during the present sessions; notices of the action as to other projects; and accounts of the sale of concessions heretofore granted.

The feverish rush for railway privileges is such, that at their last sitting the La Plata deputies unanimously decided that henceforward all applications for right to build railways or canals with guaranty of state, must bear a thousand dollar, and when no guaranty is asked a five hundred dollar stamp. This law is already in force in the national congress, the present attitude of which seems to indicate also

that the practice of granting concessions with a guaranty, commonly of 5 per cent. on cost of construction and operating expenses, will not be long continued, in view of the far from nominal weight of the present obligations of the Government in that regard.

All the railway concessions presented congress this session are awaiting the action of the department of national engineers and of the national railway board.

The minister of the interior has issued a decree ordering the president of the national railway board and the inspector-general to draw up a railway map showing the railways constructed and in course of construction, and more particularly the railways that should be constructed, as necessary to the country.

The draft of this map shows 27,000 kilometers of railway. When completed I will request copies thereof and send same to the Department, if desirable.

RAILROADS OF CHILI.

In response to the circular of the Secretary of State, dated January 24, 1888, Hon. C. M. Seibert, charge d' affaires *ad interim*, replied as follows:

In reply to circular, dated January 24, 1888, in which application is made, through the Department of State, by the Interstate Commerce Committee, for such publications relating to the railroads and internal communications as are issued by foreign governments, etc., I have the honor to inclose a list of all railroads in Chili, owned either by the government or private companies or individuals, giving their length and the names of the cities and places from and to which they run, also the cost of the state railroads, which are the roads for general traffic, together with a list of roads to be built, for which Congress has made appropriations. In a separate box I also inclose—

(1) Two volumes, being the second and third "report presented to the minister of the interior by the director-general of the State railroads."

(2) A book containing regulations and tariffs on the State railroads.

(3) And general regulations of the State railroads.

From these documents the following facts appeared:

Railroads owned and operated by the State.

	Kilometers.
(1) The railroad from Valparaiso to Santiago, commenced in 1852, touching at Vina del Mar, Limache, Quillote, Las Vegas, Llayllay, etc.	187
With a branch from the station of Las Vegas to San Felipe and Los andes	45
(2) The railroad from Santiago to the south, commenced in 1857:	
First section, from Santiago to the river Manle, touching the cities and towns of San Bernado, Bancogua, Bengo, San Fernando, Curico Molina, and Talca, with a branch westward from San Fernando to Palmilla, passing by Nancagua 33 kilometers	304
Second section, from the river Manle to Talcahuano and Angol, with a branch from Santa Fé to Los Angeles, touching at San Javier de Loncomilla, Linares, Parral, San Carlos, Chillan, Bulnes, Fumbel, San Bosendo, Talcamavida, Gualgui, and Concepcion	413
From the city of Angol to Traiguen	72
From Renaico to Fort Victoria	75
Total	1,096

The cost of construction up to December 31, 1886, was	$46,389,096
And of the last two mentioned roads to December 31, 1887	4,715,456
Total	51,104,552

Railroads owned and operated by private individuals, principally in the northern part of Chili, connecting mines and mining districts with the ports along the coast (mostly narrow gauge and not for general traffic):

	Kilometers.
From the port of Arica to the city of Tæna	63
From the port of Psiagua to Tres Marias, 90 kilometers, and a branch to Agua Santa, etc., 16 kilometers	106
From the port of Iquique to Tres Marias, 109 kilometers, to Virginia, 31 kilometers, with branches and sidings	194
From the port of Patillos to saltpetre beds of the south	93
From that of Mijillones of the south to the mines of Cerro Gordo	29

	Kilometers.
From that of Antofogasta, by the Salinas of Dorado, to the town of Calama, and in direction of the borax deposits of Ascotan on the borders of Bolivia, and which is to be continued for some kilometers in the interior to the rich silver mines of Huanchaca	297
From that of Taltal to Refresco	82
From that of Chauaral to the mines of Las Angimas and of Salado	60
From that of Caldera to the town of Copiapo and the mines of Puginos, San Antonio de Apacheta and Chauarcillo	242
From that of Carrizal Bajo to Carrizal Alto, via Barranquilla and Canto del Agua, 36 kilometers, and from there to Cerro Blanco to the east, 45 kilometers	81
From the port of Coquimbo to the city of Serena and La Campania	15
From the same to Oralle and a branch to Paudcillo	123
From Serena to Elqui and to the town of Biradavia to the east of the town Vicuna	78
From the port of Yongoy to the mines of Yamaya	55
From the port of Laraguete in the Bay of Aranco to the coal mines of Iinlachanquin and Maguaque	40
Total	1,558

Railroads to be built by the state, being laid out and surveyed, and some in progress of being built, and for which the last congress has voted for the year 1888, 3,517,000, to wit:

	Kilometers.
From Fort Victorio to the cities of Osoromo and Valdivia	403
From the station of Coihua to Mulchen	43
Concepcion to Curanilahue, Lebu, and Canete	160
From the port of Tomé to the present southern line, passing the towns of Quirihue and Canquenes	200
From the city of Talca to Constitucion	85
From the station of Palmilla to the port of Picheleum	45
From the station of Pelequen to the village of Peumo	35
From Santiago to Melipilla	59
From the principal station at Santiago to the Central Market, and from there east by the River Mapoche to Bonechea or Peñon	27
From the station of Calera to the city of Ligua and the village of Cabildo	76
From the Port de Vilos to Illapel and Salamanca	128
From the city of Oralle to San Marcos Point	60
From the port of Huaso to Freirina and Vallenar	48
Total	1,369

MEXICO.

Information concerning railroads in Mexico was received through the Secretary of State from Hon. Thomas Ryan, the American minister. It consisted of a series of fourteen papers descriptive of the Mexican railway system recently published in the City of Mexico. Among those papers were tables, printed as received, as follows:

STANDARD GAUGE LINES.

Name of railway.	Total length.	Length of sections in operation.	Names of sections.
	Miles.	*Miles.*	
Mexican Railroad	569	424	Mexico to Vera Cruz.
Do		47	Apizaco to Puebla.
Do		98	Vera Cruz to Jalapa.
Merida and Progreso Railroad	36	36	Merida to Progreso.
Mexican Central Railroad	2,648	1,970	Mexico to Paso del Norte.
Do		23	Silao to Guanajuato.
Do		165	Tampico to Salto
Do		6	San Luis Potosi to La Soledad.
Do		225	San Luis Potosi to Aguas Calientes.
Do		230	Irapuato to Guadalajara.
Sonora Railroad	422	422	Guaymas to Nogales.
Mexican International Railroad	634	616	Piedras Negras to Torreon.
Do		18	Sabinas to San Felipe.
Chalchicomula Railroad	10	10	Chalchicomula to San Andres.
Orizaba and Ingenio Railroad	5	5	Orizaba to Ingenio.
Tehuantepec Railroad	108	61	Salina Cruz to San Geronimo.
Sinaloa and Durango Railroad	62	62	Culiacan to Altata.
Santa Ana and Tlaxcala Railroad	8	8	Santa Ana to Tlaxcala.
Tehuacan and Esperanza Railroad	50	50	Tehuacan to Esperanza.
Chihuahua to la Sierra Madre Railway	5		
Monterey and Gulf Railroad	50	37	Monterey to Caderoyta.
Cordoba and Tuxtepec Railroad	10	5	Cordoba to Amatlan.
Salamanca and Santiago Valley Railroad	9		
Orizaba and Nogales Railroad	5	6	Orizaba to Nogales.
Jalapa and Coatepec Railroad	13	13	Jalapa to Coatepec.
District Railroads	91	14	San Antonio Abad to Tlalpam.
Do		1	San Fernando Branch.
Do		5	Coyoacan Branch.
Do		3	Double lines and sidings.
Do		10	Belem to San Angel.
Do		2	Arbol Benito Branch.
Do		7	Double lines and sidings.
Do		15	Tlaxpana to Tlalnepantla.
Do		2	Branch to the Spanish Cemetery.
Do		4	Double lines and sidings.
Do		4	Peralvillo to Guadalupe.
Do		½	La Cantera Branch.
Do		½	Cemetery Branch.
Do		4	Double lines and sidings.
Do		3	Belem to La Piedad.
Do		2	Double line.
Do		3	Chapultepec to Dolores.
Do		2	Double line.
Do		4	Chapultepec to Morales.
Do		½	Siding.
Do		5	Lecumberry to Peñon.
Total	4,737	4,658	

NARROW-GAUGE LINES.

Name of railway.	Total length.	Length in operation.	Names of sections.
	Kilos.	*Kilos.*	
Hidalgo Railroad	133	59	Irolo to Pachuca.
Do	.....	20	Tepa to Somorriel.
Do	.....	54	Teoloyucan to San Agustin.
Vera Cruz and Alvarado Railroad	70	15	Vera Cruz to Medellin.
Do	.....	55	Alvarado to Medellin.
Merida and Peto Railroad	67	66	Merida to Bolonchechen.
Mexican National Railroad	1,822	1,348	Mexico to Laredo.
Do	.....	154	Acambaro to Patzcuaro.
Do	.....	67	Mexico to El Salto.
Do	.....	95	Manzanillo to Colima.
Do	.....	6	Zacatecas to Guadalupe.
Do	.....	120	Matamoros to San Miguel de las Cuevas.
Do	.....	16	Belt Line.
Campeche and Calkini Railroad	65	6	Campeche to Lerma.
Do	.....	59	Campeche to Pomuch.
Merida and Valladolid Railroad	84	46	Merida to Motul.
Do	.....	31	Conkal to Progresso.
Tlalmanalco Railroad	20	20	Chalce to Hacienda de Zavaleta.
Nautla and San Marcos Railroad	25	.....	
Toluca and San Juan de las Huertas Railroad.	13	13	Toluca to Hacienda de los Huertas.
Cardenas and Rio Grijalva Railroad	7	7	Cardenas to Rio Grijalva.
Merida and Sotuta Railroad	54	54	Merida to Tekanto.
San Juan Bautista and Paso de Tamulte Railroad.	3	3	San Juan Bautista.
Potrero and Cedral Railroad	24	.....	
Marques and Zimapam Railroad	24	24	Marques to Astillero.
San Martian and Hidalgo Railroad	4	.....	
Michoacan Railroad	4	4	Zamora to Jacona.
Nuevo Leon Railroad	10	10	Montery to Santacatarina.
Inter-Oceanic Railroad	555	340	Mexico to Perote.
Do	.....	157	Mexico to Yautepec.
Do	.....	47	Puebla to Atlixco.
Do	.....	11	Vireyes to San Juan.
Total	3,849	3,418	

TRAMWAYS.

States.	Cities.	Length.		
		Broad gauge	Narrow.	Total.
		Kilos.	Kilos.	Kilos.
Aguas Calientes	Aguas Calientes	4	5	9
Federal District	Mexico	42	23	65
Durango	Durango	.....	10	10
Guanajuato	Guanajuato	.....	10	10
Do	Celaya	4	.....	4
Do	Leon	5	.....	5
Do	Irapuato	.....	2	2
Hidalgo	Pachuca	.....	4	4
Jalisco	Guadalajara	.....	23	23
Do	Mexicalcingo	.....	5	5
Do	Encarnacion de Diaz	.....	3	3
Do	Lagos	.....	2	2
Mexico	Toluca	.....	2	2
Michoacan	Morelia	3	.....	3
Oaxaca	Oaxaca	.....	3	3
Puebla	Puebla	12	.....	12
Queretaro	Queretaro	4	.....	4
Do	San Juan del Rio	9	.....	9
San Luis Potosi	San Luis Potosi	.....	12	12
Sinaloa	Mazatlan	.....	4	4
Sonora	Guaymas	3	.....	3
Territory of Tepic	San Blas	.....	2	2
Do	Tepic	.....	2	2
Tamaulipas	Nuevo Laredo	2	.....	2
Vera Cruz	Vera Cruz	8	.....	8
Do	Cordoba	4	.....	4
Do	Orizaba	11	.....	11
Do	Tuxpan	2	.....	2
Yucatan	Merida	.....	10	10
Total		113	122	234

TABLE SHOWING THE NUMBER OF PASSENGERS CARRIED DURING THE YEARS 1884 TO 1888, INCLUSIVE.

NUMBER OF PASSENGERS.

Name of railway.	1884.	1885.	1886.	1887.	1888.
Mexican	$389,420	$377,511	$361,260	$380,153	$356,759
Merida and Progresso	87,159	64,173	77,139	85,044	109,997
Federal District	9,926,351	9,407,751	18,841,928	11,121,575	11,055,952
Hidalgo	55,209	51,823	44,666	53,958	50,459
Vera Cruz and Alvarado	5,160	38,898	37,772	29,971	54,700
Merida and Peto	81,566	64,118	62,988	62,763	85,034
Puebla and Matamoros Izucar	117,093	.....	77,405	68,555	83,157
Mexican Central	761,687	694,894	569,655	797,693	.....
Mexican National	1,092,266	839,572	891,711	490,390	.....
Merida and Calkini	56,985	55,540	47,573	55,663	62,107
Sonora	36,397	47,271	45,298	38,139	35,531
Puebla and San Marcos	62,639	59,124	.....	.....	.....
Campeche and Calkini	38,310	20,518	17,701	13,220	10,981
Merida and Valladolid	75,541	100,015	132,210	175,901	187,967
Tlalmanalco	40,211	41,225	41,991	47,808	41,943
Mexican International	15,942	9,853	10,411	9,796	41,170
Chalchicomula	14,218	10,928	9,994	9,794	9,172
Orizaba and Ingenio	87,315	34,921	79,700	.....	.....
Tehuantepec	.....	5,377	20,189	19,504	.....
Sinaloa and Durango	.....	15,824	23,736	25,487	.....
Santa Ana and Tlaxcala	117,560	174,204	156,676	156,676	.....
Interoceanic	420,982	401,430	366,962	384,196	620,915
Toluca and San Juan de las Huertas	.....	75,052	97,535	97,874	79,558
Tehuacan and Esperanza	18,343	15,049	12,942	14,848	14,448
Puebla and Texmelucan	143,743	145,956	.....	.....	.....
Merida and Sotuta	.....	.....	.....	42,812	78,102
San Juan Bautista and Tamulte	.....	.....	.....	.....	.....
Cardenas and Rio Grijalva	.....	.....	.....	.....	.....
Total	13,644,098	12,751,028	22,027,436	14,181,870	12,977,952

RETURNS FROM PASSENGERS.

Mexican	$655,458	$603,608	$604,278	$655,312	$620,651
Merida and Progreso	37,940	29,078	33,353	22,844	29,812
Federal District	717,264	690,457	746,107	810,976	800,998
Hidalgo	32,648	32,295	36,692	43,582	41,476
Vera Cruz and Alvarado	2,885	18,451	18,673	16,677	.....
Merida and Peto	17,818	16,795	16,728	15,943	20,291
Puebla and Matamoros Izucar	27,394	.....	23,067	20,570	22,581
Mexican Central	1,111,900	1,111,062	1,185,662	1,251,743	.....
Mexican National	580,819	492,822	538,359	497,640	.....
Merida and Calkini	9,587	10,052	8,611	9,899	10,967
Sonora	85,793	101,918	98,613	85,233	77,309
Puebla and San Marcos	37,606	34,533	.....	.....	.....
Campeche and Calkini	3,573	2,585	2,167	1,894	2,046
Merida and Valladolid	12,595	18,548	25,798	32,298	37,957
Tlalmanalco	4,596	4,577	4,621	5,098	4,590
Mexican International	30,858	25,881	29,242	32,516	125,844
Chalchicomula	3,683	2,834	2,595	2,386	2,243
Orizaba and Ingenio	10,920	4,365	9,962	4,673	2,290

TABLE SHOWING THE NUMBER OF PASSENGERS CARRIED, ETC.—Continued.

RETURNS FROM PASSENGERS—Continued.

Name of railway.	1884.	1885.	1886.	1887.	1888.
Tehuantepec	.....	$914	$2,964	$2,767	.....
Sinaloa and Durango	$19,618	8,786	10,681	10,705	.....
Santa Ana and Tlaxcala	8,580	8,580	6,733	6,733	.....
Interoceanic	185,987	180,706	165,972	173,340	$244,796
Toluca and San Juan de las Huertas	.....	6,863	9,078	8,788	7,281
Tehuacan and Esperanza	11,427	10,077	9,111	10,081	9,633
Puebla and Texmelucan	24,231	24,991	.....	.....	.....
Merida and Sotuta	.....	.....	.....	7,290	1,866
San Juan Bautista and Tamulte	.....	.....	.....	3,047	4,879
Cardenas and Rio Grijalva	.....	.....	.....	401	.....
Total	3,633,201	3,440,873	3,589,097	3,732,436	2,690,585

FREIGHT EARNINGS.

MERCHANDISE CARRIED.

Mexican	236,030	246,142	306,432	301,165	310,096
Merida and Progreso	95,963	79,611	58,239	46,055	30,872
Federal District	.....	.....	.....	.....	.....
Hidalgo	34,958	40,960	51,960	65,524	69,470
Vera Cruz and Alvarado	.....	.....	883	.....	7,687
Merida and Peto	11,063	16,919	17,368	15,827	13,262
Puebla and Matamoros Izucar	.....	.....	.....	.....	5,974
Central	197,189	214,911	255,027	356,448	.....
Mexican National	263,117	177,679	232,661	293,799	.....
Merida and Calkini	3,952	7,214	5,757	7,085	10,825
Sonora	20,967	29,927	33,635	36,660	38,286
Puebla and San Marcos	9,463	12,153	.....	.....	.....
Campeche and Calkini	.....	579	506	801	476
Merida and Valladolid	4,248	6,040	25,181	41,496	35,009
Tlalmanalco	9,641	7,466	7,187	8,083	9,378
Mexican International	15,129	50,896	35,877	86,889	116,861
Cardenas and Rio Grijalva	.....	.....	.....	.....	.....
Merida and Sotuta	.....	.....	.....	2,729	7,871
Chalchicomula	4,485	4,723	4,079	5,835	15,193
Orizaba and Ingenio	.....	.....	384	.....	.....
Tehuantepec	.....	1,735	1,879	2,817	.....
Sinaloa and Durango	.....	4,953	4,316	5,328	.....
Santa Ana and Tlaxcala	.....	.....	.....	.....	.....
Interoceanic	117,179	153,540	124,776	139,158	183,559
Toluca and San Juan de las Huertas	.....	.....	6,133	9,361	6,557
Tehuacan and Esperanza	.....	5,857	.....	7,669	9,596
Puebla and Texmelucan	3,835	3,276	.....	.....	.....
Total	1,027,286	1,064,590	1,173,086	1,432,458	875,894

TABLE SHOWING THE NUMBER OF PASSENGERS CARRIED, ETC.—Continued.

RETURNS FROM MERCHANDISE CARRIED.

Name of railway.	1884.	1885.	1886.	1887.	1888.
Mexican	$3,191,916	$2,799,354	$2,784,511	$3,141,704	$2,970,838
Merida and Progreso	139,299	120,389	78,168	99,411	64,291
Federal District	114,397	63,423	134,033	37,492	167,818
Hidalgo	54,955	76,710	117,603	145,702	154,857
Vera Cruz and Alvarado	.....	.....	4,942	14,316	.....
Merida and Peto	11,588	20,222	21,710	26,619	33,928
Puebla and Matamoros Izucar	6,219	.....	6,440	9,926	23,145
Central	2,662,684	2,484,325	2,754,613	3,721,358	.....
Mexican National	701,488	803,291	1,018,018	1,092,893	.....
Merida and Calkini	5,203	8,971	9,264	13,076	19,623
Sonora	108,541	158,648	191,981	442,364	154,997
Puebla and San Marcos	39,195	4,950	.....	.....	.....
Campeche and Calkini	.....	119	315	186	285
Merida and Valladolid	5,827	8,487	33,276	58,096	65,864
Tlalmanalco	7,271	6,330	5,997	6,788	8,086
Mexican International	33,589	118,177	144,211	189,184	459,406
Cardenas and Rio Grijalva	.....	.....	.....	732	.....
Merida and Sotuta	.....	.....	.....	3,958	17,656
Chalchicomula	11,681	4,803	4,980	6,862	8,763
Orizaba and Ingenio	210	363	350	101	139
Tehuantepec	.....	2,380	3,163	3,791	.....
Sinaloa and Durango	101,325	13,229	15,901	16,661	.....
Santa Ana and Tlaxcala	1,483	1,482	1,373	1,373	.....
Interoceanic	357,492	387,528	420,983	404,005	616,172
Toluca and San Juan de las Huertas	.....	1,241	5,201	6,755	4,300
Tehuacan and Esperanza	32,921	31,905	38,271	47,347	52,513
Puebla and Texmelucan	9,589	7,857	.....	.....	.....
Total	7,596,254	7,124,804	7,794,914	9,490,730	4,822,690

APPENDIX 13.

THE ACT

TO

REGULATE COMMERCE.

APPROVED FEBRUARY 4TH, 1887, AND IN EFFECT APRIL 5TH, 1887.

U. S. Statutes at Large. { Vol. 24, page 379 — Public No. 41.

AS AMENDED BY ACT APPROVED AND IN EFFECT MARCH 2D, 1889.

U. S. Statutes at Large. { Vol. 25, page 855. — Public No. 125.

AN ACT TO REGULATE COMMERCE.

(*As amended March* 2, 1889.)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of this act shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water when both are used, under a common control, management, or arrangement, for a continuous carriage or shipment, from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States, or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of transshipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country: *Provided, however*, That the provisions of this act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid.

Carriers and transportation subject to the act.

The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement, or lease; and the term "transportation" shall include all instrumentalities of shipment or carriage.

What the terms "railroad" and "transportation" include.

All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivering, storage, or handling of such property, shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

Charges to be reasonable.

SEC. 2. That if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property, subject to the provisions of this act, than it charges, demands, collects, or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

Unjust discrimination forbidden.

SEC. 3. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Undue or unreasonable preference or advantage forbidden.

Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

Facilities for interchange of traffic.

SEC. 4. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: *Provided, however*, That upon application to the Commission appointed under the provisions of this act, such common carrier may, in special cases, after investiga-

Long and short haul provision.

tion by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the Commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act.

Pooling of freights and division of earnings forbidden.

SEC. 5. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any contract, agreement, or combination with any other common carrier or carriers for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offense.

Printing and posting of schedules of rates, fares, and charges.

SEC. 6. (*As amended.*) That every common carrier subject to the provisions of this act shall print and keep open to public inspection schedules showing the rates and fares and charges for the transportation of passengers and property which any such common carrier has established and which are in force at the time upon its route. The schedules printed as aforesaid by any such common carrier shall plainly state the places upon its railroad between which property and passengers will be carried, and shall contain the classification of freight in force, and shall also state separately the terminal charges and any rules or regulations which in any wise change, affect, or determine any part or the aggregate of such aforesaid rates and fares and charges. Such schedules shall be plainly printed in large type, and copies for the use of the public shall be posted in two public and conspicuous places, in every depot, station, or office of such carrier where passengers or freight, respectively, are received for transportation, in such form that they shall be accessible to the public and can be conveniently inspected.

Printing and posting of schedules of rates on freight carried through a foreign country.

Any common carrier subject to the provisions of this act receiving freight in the United States to be carried through a foreign country to any place in the United States shall also in like manner print and keep open to public inspection, at every depot or office where such freight is received for shipment, schedules showing the through rates established and charged by such common carrier to all points in the United States beyond the foreign country to which it accepts freight for shipment; and any freight shipped from the United States through a foreign country into the United States, the through rate on which shall not have been made

public as required by this act, shall, before it is admitted into the United States from said foreign country, be subject to customs duties as if said freight were of foreign production; and any law in conflict with this section is hereby repealed.

Ten days' public notice of advances in rates to be given.

No advance shall be made in the rates, fares, and charges which have been established and published as aforesaid by any common carrier in compliance with the requirements of this section, except after ten days' public notice, which shall plainly state the charges proposed to be made in the schedule then in force, and the time when the increased rates, fares, or changes will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept open to public inspection.

Three days' public notice of reduction in rates to be given.

Reductions in such published rates, fares, or charges shall only be made after three days' previous public notice, to be given in the same manner that notice of an advance in rates must be given.

Published rates not to be deviated from.

And when any such common carrier shall have established and published its rates, fares, and charges in compliance with the provisions of this section, it shall be unlawful for such common carrier to charge, demand, collect, or receive from any person or persons a greater or less compensation for the transportation of passengers or property, or for any services in connection therewith, than is specified in such published schedule of rates, fares, and charges as may at the time be in force.

Copies of schedules of rates, fares, and charges to be filed with Commission.

Every common carrier subject to the provisions of this act shall file with the Commission hereinafter provided for copies of its schedules of rates, fares, and charges which have been established and published in compliance with the requirements of this section, and shall promptly notify said Commission of all changes made in the same.

Copies of contracts and agreements to be filed with Commission.

Every such common carrier shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this act to which it may be a party.

And in cases where passengers and freight pass over continuous lines or routes operated by more than one common carrier, and the several common carriers operating such lines or routes establish joint tariffs of rates or fares or charges for such continuous lines or routes, copies of such joint tariffs shall also, in like manner, be filed with said Commission.

Joint tariffs to be filed with Commission.

Power of Commission to prescribe publicity.

Such joint rates, fares, and charges on such continuous lines so filed as aforesaid shall be made public by such common carriers when directed by said Commission, in so

far as may, in the judgment of the Commission, be deemed practicable; and said Commission shall from time to time prescribe the measure of publicity which shall be given to such rates, fares, and charges, or to such part of them as it may deem it practicable for such common carriers to publish, and the places in which they shall be published.

Ten days' notice to Commission of advance in joint rates, fares, and charges.

No advance shall be made in joint rates, fares, and charges, shown upon joint tariffs, except after ten days' notice to the Commission, which shall plainly state the changes proposed to be made in the schedule then in force, and the time when the increased rates, fares, or charges will go into effect. No reduction shall be made in joint rates, fares, and charges, except after three days' notice, to be given to the Commission as is above provided in the case of an advance of joint rates. The Commission may make public such proposed advances, or such reductions, in such manner as may, in its judgment, be deemed practicable, and may prescribe from time to time the measures of publicity which common carriers shall give to advances or reductions in joint tariffs.

Three days' notice to Commission of reduction in joint rates, fares, and charges.

Power of Commission to make advances or reductions public.

Joint rates, fares, and charges not to be deviated from.

It shall be unlawful for any common carrier, party to any joint tariff, to charge, demand, collect, or receive from any person or persons, a greater or less compensation for the transportation of persons or property, or for any services in connection therewith, between any points as to which a joint rate, fare, or charge is named thereon than is specified in the schedule filed with the Commission in force at the time.

Commission may prescribe forms of schedules of rates, fares, and charges.

The Commission may determine and prescribe the form in which the schedules required by this section to be kept open to public inspection shall be prepared and arranged, and may change the form from time to time as shall be found expedient.

Penalties for neglecting or refusing to file or publish rates, fares, and charges.

If any such common carrier shall neglect or refuse to file or publish its schedules or tariffs of rates, fares, and charges as provided in this section, or any part of the same, such common carrier shall, in addition to other penalties herein prescribed, be subject to a writ of mandamus, to be issued by any circuit court of the United States in the judicial district wherein the principal office of said common carrier is situated, or wherein such offense may be committed, and if such common carrier be a foreign corporation in the judicial circuit wherein such common carrier accepts traffic and has an agent to perform such service, to compel compliance with the aforesaid provisions of this section; and such writ shall issue in the name of the people of the United States, at the relation of the Commissioners appointed under the provisions of this act; and the failure to comply with its requirements

shall be punishable as and for a contempt; and the said Commissioners, as complainants, may also apply, in any such circuit court of the United States, for a writ of injunction against such common carrier, to restrain such common carrier from receiving or transporting property among the several States and Territories of the United States, or between the United States and adjacent foreign countries, or between ports of transshipment and of entry and the several States and Territories of the United States, as mentioned in the first section of this act, until such common carrier shall have complied with the aforesaid provisions of this section of this act.

SEC. 7. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract, or agreement, expressed or implied, to prevent, by change of time schedule, carriage in different cars, or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage, or interruption made by such common carrier shall prevent the carriage of freights from being and being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage, or interruption was made in good faith for some necessary purpose, and without any intent to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this act.

Continuous carriage of freights not to be unnecessarily interrupted.

SEC. 8. That in case any common carrier subject to the provisions of this act shall do, cause to be done, or permit to be done any act, matter, or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter, or thing in this act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with a reasonable counsel or attorney's fee, to be fixed by the court in every case of recovery, which attorney's fee shall be taxed and collected as part of the costs in the case.

Liability of common carriers for damages.

SEC. 9. That any person or persons claiming to be damaged by any common carrier subject to the provisions of this act may either make complaint to the Commission, as hereinafter provided for, or may bring suit in his or their own behalf for the recovery of the damages for which such common carrier may be liable under the provisions of this act, in any district or circuit court of the United States of competent jurisdiction; but such person or persons shall not have the right to pursue both of said remedies, and

Persons claiming to be damaged may complain to Commission or bring suit in United States courts.

must in each case elect which one of the two methods of procedure herein provided for he or they will adopt. In any such action brought for the recovery of damages the court before which the same shall be pending may compel any director, officer, receiver, trustee, or agent of the corporation or company defendant in such suit to attend, appear, and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

Officers, &c., of defendant may be compelled to testify.

SEC. 10. (*As amended.*) That any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent, or person, acting for or employed by such corporation, who, alone or with any other corporation, company, person, or party, shall willfully do or cause to be done, or shall willingly suffer or permit to be done, any act, matter, or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter, or thing in this act required to be done, or shall cause or willingly suffer or permit any act, matter, or thing so directed or required by this act to be done not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court of the United States within the jurisdiction of which such offense was committed, be subject to a fine of not to exceed five thousand dollars for each offense: *Provided*, That if the offense for which any person shall be convicted as aforesaid shall be an unlawful discrimination in rates, fares, or charges, for the transportation of passengers or property, such person shall, in addition to the fine hereinbefore provided for, be liable to imprisonment in the penitentiary for a term of not exceeding two years, or both such fine and imprisonment, in the discretion of the court.

Penalties for violations of act by carriers, their officers or agents: Fine and imprisonment.

Any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any officer or agent thereof, or any person acting for or employed by such corporation, who, by means of false billing, false classification, false weighing, or false report of weight, or by any other device or means, shall knowingly and willfully assist,

Penalties for false billing, etc., by carriers, their officers or agents: Fine and imprisonment.

or shall willingly suffer or permit, any person or persons to obtain transportation for property at less than the regular rates then established and in force on the line of transportation of such common carrier, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court, for each offense.

Penalties for false billing, etc., by shippers and other persons: Fine and imprisonment.

Any person and any officer or agent of any corporation or company who shall deliver property for transportation to any common carrier, subject to the provisions of this act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and willfully, by false billing, false classification, false weighing, false representation of the contents of the package, or false report of weight, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates then established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject for each offense to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court.

Penalties for inducing common carriers to discriminate unjustly: Fine and imprisonment. Joint liability with carrier for damages.

If any such person, or any officer or agent of any such corporation or company, shall, by payment of money or other thing of value, solicitation, or otherwise, induce any common carrier subject to the provisions of this act, or any of its officers or agents, to discriminate unjustly in his, its, or their favor as against any other consignor or consignee in the transportation of property, or shall aid or abet any common carrier in any such unjust discrimination, such person or such officer or agent of such corporation or company shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court, for each offense; and such person, corporation, or company shall also, together with said common

carrier, be liable, jointly or severally, in an action on the case to be brought by any consignor or consignee discriminated against in any court of the United States of competent jurisdiction for all damages caused by or resulting therefrom.

SEC. 11. That a Commission is hereby created and established to be known as the Interstate Commerce Commission, which shall be composed of five Commissioners, who shall be appointed by the President, by and with the advice and consent of the Senate. The Commissioners first appointed under this act shall continue in office for the term of two, three, four, five, and six years, respectively, from the first day of January, anno Domini eighteen hundred and eighty-seven, the term of each to be designated by the President; but their successors shall be appointed for terms of six years, except that any person chosen to fill a vacancy shall be appointed only for the unexpired time of the Commissioner whom he shall succeed. Any Commissioner may be removed by the President for inefficiency, neglect of duty, or malfeasance in office. Not more than three of the Commissioners shall be appointed from the same political party. No person in the employ of or holding any official relation to any common carrier subject to the provisions of this act, or owning stock or bonds thereof, or who is in any manner pecuniarily interested therein, shall enter upon the duties of or hold such office. Said Commissioners shall not engage in any other business, vocation, or employment. No vacancy in the Commission shall impair the right of the remaining Commissioners to exercise all the powers of the Commission.

Interstate Commerce Commissioners—how appointed.

Terms of Commissioners.

SEC. 12. (*As amended.*) That the Commission hereby created shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this act, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carriers full and complete information necessary to enable the Commission to perform the duties and carry out the objects for which it was created; and the Commission is hereby authorized and required to execute and enforce the provisions of the act; and, upon the request of the Commission, it shall be the duty of any district attorney of the United States to whom the Commission may apply to institute in the proper court and to prosecute under the direction of the Attorney-General of the United States, all necessary proceedings for the enforcement of the provisions of this act

Power of Commission to inquire into business of carriers.

Commission required to enforce the provisions of the act.

and for the punishment of all violations thereof; and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States; and for the purposes of this act the Commission shall have power to require, by subpœna, the attendance and testimony of witnesses and the production of all books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation, and in case of disobedience to a subpœna, the Commission, or any party to a proceeding before the Commission, may invoke the aid of any court of the United States in requiring the attendance and testimony of witnesses and the production of books, papers, and documents under the provisions of this section.

Power of the Commission to require attendance of witnesses and production of books and papers.

And any of the circuit courts of the United States within the jurisdiction of which such inquiry is carried on may, in case of contumacy or refusal to obey a subpœna issued to any common carrier subject to the provisions of this act, or other person, issue an order requiring such common carrier or other person to appear before said Commission (and produce books and papers if so ordered) and give evidence touching the matter in question; and any failure to obey such order of the court may be punished by such court as a contempt thereof. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

Punishment for refusal to testify or produce books and papers.

SEC. 13. That any person, firm, corporation, or association, or any mercantile, agricultural, or manufacturing society, or any body-politic or municipal organization complaining of anything done or omitted to be done by any common carrier subject to the provisions of this act in contravention of the provisions thereof, may apply to said Commission by petition, which shall briefly state the facts; whereupon a statement of the charges thus made shall be forwarded by the Commission to such common carrier, who shall be called upon to satisfy the complaint or to answer the same in writing within a reasonable time, to be specified by the Commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall

Complaints to Commission. How and by whom made.

Reparation by carriers before investigation.

be the duty of the Commission to investigate the matters complained of in such manner and by such means as it shall deem proper. Investigations by the Commission.

Said Commission shall in like manner investigate any complaint forwarded by the railroad commissioner or railroad commission of any State or Territory, at the request of such commissioner or commission, and may institute any inquiry on its own motion in the same manner and to the same effect as though complaint had been made.

No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

SEC. 14. (*As amended.*) That whenever an investigation shall be made by said Commission, it shall be its duty to make a report in writing in respect thereto, which shall include the findings of fact upon which the conclusions of the Commission are based, together with its recommendation as to what reparation, if any, should be made by the common carrier to any party or parties who may be found to have been injured; and such findings so made shall thereafter, in all judicial proceedings, be deemed prima facie evidence as to each and every fact found. Findings of Commission prima facie evidence in judicial proceedings.

All reports of investigations made by the Commission shall be entered of record, and a copy thereof shall be furnished to the party who may have complained, and to any common carrier that may have been complained of.

The Commission may provide for the publication of its reports and decisions in such form and manner as may be best adapted for public information and use, and such authorized publications shall be competent evidence of the reports and decisions of the Commission therein contained, in all courts of the United States, and of the several States, without any further proof or authentication thereof. The Commission may also cause to be printed for early distribution its annual reports. Reports and decisions. Authorized publications to be competent evidence. Publication and distribution of annual reports of Commission.

SEC. 15. That if in any case in which an investigation shall be made by said Commission it shall be made to appear to the satisfaction of the Commission, either by the testimony of witnesses or other evidence, that anything has been done or omitted to be done in violation of the provisions of this act, or of any law cognizable by said Commission, by any common carrier, or that any injury or damage has been sustained by the party or parties complaining, or by other parties aggrieved in consequence of any such violation, it shall be the duty of the Commission to forthwith cause a copy of its report in respect thereto to be delivered to such common carrier, together with a notice to said common car-

Notice to common carrier to cease from violation of act.

rier to cease and desist from such violation, or to make reparation for the injury so found to have been done, or both, within a reasonable time, to be specified by the Commission; and if, within the time specified, it shall be made to appear to the Commission that such common carrier has ceased from such violation of law, and has made reparation for the injury found to have been done, in compliance with the report and notice of the Commission, or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the Commission, and the said common carrier shall thereupon be relieved from further liability or penalty for such particular violation of law.

Compliance with notice to cease from violation of act. Reparation.

SEC. 16. (*As amended.*) That whenever any common carrier, as defined in and subject to the provisions of this act, shall violate, or refuse or neglect to obey or perform any lawful order or requirement of the Commission created by this act, not founded upon a controversy requiring a trial by jury, as provided by the seventh amendment to the Constitution of the United States, it shall be lawful for the Commission or for any company or person interested in such order or requirement, to apply in a summary way, by petition, to the circuit court of the United States sitting in equity in the judicial district in which the common carrier complained of has its principal office, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience, as the case may be; and the said court shall have power to hear and determine the matter, on such short notice to the common carrier complained of as the court shall deem reasonable; and such notice may be served on such common carrier, his or its officers, agents, or servants in such manner as the court shall direct; and said court shall proceed to hear and determine the matter speedily as a court of equity, and without the formal pleadings and proceedings applicable to ordinary suits in equity, but in such manner as to do justice in the premises; and to this end such court shall have power, if it think fit, to direct and prosecute in such mode and by such persons as it may appoint, all such inquiries as the court may think needful to enable it to form a just judgment in the matter of such petition; and on such hearing the findings of fact in the report of said Commission shall be prima facie evidence of the matters therein stated; and if it be made to appear to such court, on such hearing or on report of any such person or persons, that the lawful order or requirement of said Commission drawn in question has been violated or disobeyed, it shall be lawful for such court to issue a writ

Petition to United States courts in cases of disobedience to order of Commission.

Power of United States courts to hear and determine cases of disobedience.

of injunction or other proper process, mandatory or otherwise, to restrain such common carrier from further continuing such violation or disobedience of such order or requirement of said Commission, and enjoining obedience to the same; and in case of any disobedience of any such writ of injunction or other proper process, mandatory or otherwise, it shall be lawful for such court to issue writs of attachment, or any other process of said court incident or applicable to writs of injunction or other proper process, mandatory or otherwise, against such common carrier, and if a corporation, against one or more of the directors, officers, or agents of the same, or against any owner, lessee, trustee, receiver, or other person failing to obey such writ of injunction, or other proper process, mandatory or otherwise; and said court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction, or other proper process, mandatory or otherwise, to pay such sum of money, not exceeding for each carrier or person in default the sum of five hundred dollars for every day, after a day to be named in the order, that such carrier or other person shall fail to obey such injunction or other proper process, mandatory or otherwise; and such moneys shall be payable as the court shall direct, either to the party complaining or into court to abide the ultimate decision of the court, or into the treasury; and payment thereof may, without prejudice to any other mode of recovering the same, be enforced by attachment or order in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree in personam in such court. When the subject in dispute shall be of the value of two thousand dollars or more, either party to such proceeding before said court may appeal to the Supreme Court of the United States, under the same regulations now provided by law in respect of security for such appeal; but such appeal shall not operate to stay or supersede the order of the court or the execution of any writ or process thereon; and such court may, in every such matter, order the payment of such costs and counsel fees as shall be deemed reasonable. Whenever any such petition shall be filed or presented by the Commission it shall be the duty of the district attorney, under the direction of the Attorney-General of the United States, to prosecute the same; and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States.

Writs of injunction or other process against carriers in cases of disobedience.

Punishment for refusal to obey writs of injunction or other proper process: Fine.

Appeals to Supreme Court of United States.

If the matters involved in any such order or requirement of said Commission are founded upon a controversy requir-

ing a trial by jury, as provided by the seventh amendment to the Constitution of the United States, and any such common carrier shall violate or refuse or neglect to obey or perform the same, after notice given by said Commission as provided in the fifteenth section of this act, it shall be lawful for any company or person interested in such order or requirement to apply in a summary way by petition to the circuit court of the United States sitting as a court of law in the judicial district in which the carrier complained of has its principal office, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience as the case may be; and said court shall by its order then fix a time and place for the trial of said cause, which shall not be less than twenty, nor more than forty days from the time said order is made, and it shall be the duty of the marshal of the district in which said proceeding is pending to forthwith serve a copy of said petition, and of said order, upon each of the defendants, and it shall be the duty of the defendants to file their answers to said petition within ten days after the service of the same upon them as aforesaid. At the trial the findings of fact of said Commission as set forth in its report shall be prima facie evidence of the matters therein stated, and if either party shall demand a jury or shall omit to waive a jury the court shall, by its order, direct the marshal forthwith to summon a jury to try the cause; but if all the parties shall waive a jury in writing, then the court shall try the issues in said cause and render its judgment thereon. If the subject in dispute shall be of the value of two thousand dollars or more either party may appeal to the Supreme Court of the United States under the same regulations now provided by law in respect to security for such appeal; but such appeal must be taken within twenty days from the day of the rendition of the judgment of said circuit court. If the judgment of the circut court shall be in favor of the party complaining, he or they shall be entitled to recover a reasonable counsel or attorney's fee, to be fixed by the court, which shall be collected as part of the costs in the case. For the purposes of this act, excepting its penal provisions, the circuit courts of the United States shall be deemed to be always in session.

Petition to United States courts in cases of disobedience when trial by jury is necessary.

Trial by jury.

Trial by court.

Appeals to Supreme Court of United States.

Counsel or attorney's fees.

SEC. 17. (*As amended.*) That the Commission may conduct its proceedings in such manner as will best conduce to the proper dispatch of business and to the ends of justice. A majority of the Commission shall constitute a quorum for the transaction of business, but no Commissioner shall participate in any hearing or proceeding in which he

Interstate Commerce Commission. Form of procedure.

has any pecuniary interest. Said Commission may, from time to time, make or amend such general rules or orders as may be requisite for the order and regulation of proceedings before it, including forms of notices and the service thereof, which shall conform, as nearly as may be, to those in use in the courts of the United States. Any party may appear before said Commission and be heard in person or by attorney. Every vote and official act of the Commission shall be entered of record, and its proceedings shall be public upon the request of either party interested. Said Commission shall have an official seal, which shall be judicially noticed. Either of the members of the Commission may administer oaths and affirmations and sign subpœnas.

Official seal.

SEC. 18. (*As amended.*) That each Commissioner shall receive an annual salary of seven thousand five hundred dollars, payable in the same manner as the judges of the courts of the United States. The Commission shall appoint a secretary, who shall receive an annual salary of three thousand five hundred dollars, payable in like manner. The Commission shall have authority to employ and fix the compensation of such other employees as it may find necessary to the proper performance of its duties. Until otherwise provided by law, the Commission may hire suitable offices for its use, and shall have authority to procure all necessary office supplies. Witnesses summoned before the Commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States.

Salaries of Commissioners.

Secretary—how appointed; salary.

Offices and supplies.

Witnesses' fees.

All of the expenses of the Commission, including all necessary expenses for transportation incurred by the Commissioners, or by their employees under their orders, in making any investigation, or upon official business in any other places than in the city of Washington, shall be allowed and paid on the presentation of itemized vouchers therefor approved by the chairman of the Commission.

Expenses of the Commission—how paid.

SEC. 19. That the principal office of the Commission shall be in the city of Washington, where its general sessions shall be held; but whenever the convenience of the public or the parties may be promoted or delay or expense prevented thereby, the Commission may hold special sessions in any part of the United States. It may, by one or more of the Commissioners, prosecute any inquiry necessary to its duties, in any part of the United States, into any matter or question of fact pertaining to the business of any common carrier subject to the provisions of this act.

Principal office of the Commission.

Sessions of the Commission.

SEC. 20. That the Commission is hereby authorized to require annual reports from all common carriers subject to the provisions of this act, to fix the time and prescribe the

Carriers subject to the act must render full annual reports to Commission.

manner in which such reports shall be made, and to require from such carriers specific answers to all questions upon which the Commission may need information. Such annual reports shall show in detail the amount of capital stock issued, the amounts paid therefor, and the manner of payment for the same; the dividends paid, the surplus fund, if any, and the number of stockholders; the funded and floating debts and the interest paid thereon; the cost and value of the carrier's property, franchises, and equipments; the number of employees and the salaries paid each class; the amounts expended for improvements each year, how expended, and the character of such improvements; the earnings and receipts from each branch of business and from all sources; the operating and other expenses; the balances of profit and loss; and a complete exhibit of the financial operations of the carrier each year, including an annual balance-sheet. Such reports shall also contain such information in relation to rates or regulations concerning fares or freights, or agreements, arrangements, or contracts with other common carriers, as the Commission may require; and the said Commission may, within its discretion, for the purpose of enabling it the better to carry out the purposes of this act, prescribe (if in the opinion of the Commission it is practicable to prescribe such uniformity and methods of keeping accounts) a period of time within which all common carriers subject to the provisions of this act shall have, as near as may be, a uniform system of accounts, and the manner in which such accounts shall be kept.

Commission may prescribe methods of keeping accounts.

Annual reports of the Commission to Congress.

SEC. 21. (*As amended.*) That the Commission shall, on or before the first day of December in each year, make a report, which shall be transmitted to Congress, and copies of which shall be distributed as are the other reports transmitted to Congress. This report shall contain such information and data collected by the Commission as may be considered of value in the determination of questions connected with the regulation of commerce, together with such recommendations as to additional legislation relating thereto as the Commission may deem necessary; and the names and compensation of the persons employed by said Commission.

Persons and property that may be carried free or at reduced rates.

SEC. 22. (*As amended.*) That nothing in this act shall prevent the carriage, storage, or handling of property free or at reduced rates for the United States, State, or municipal governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat, or the free carriage of destitute and homeless persons transported by charitable societies, and the necessary agents employed in

such transportation, or the issuance of mileage, excursion, or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to municipal governments for the transportation of indigent persons, or to inmates of the National Homes or State Homes for Disabled Volunteer Soldiers, and of Soldiers and Sailors' Orphan Homes, including those about to enter and those returning home after discharge, under arrangements with the boards of managers of said homes; nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employees, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; and nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies: *Provided*, That no pending litigation shall in any way be affected by this act.

Mileage, excursion, or commutation passenger tickets.

Passes and free transportation to officers and employees of railroad companies.

Pending litigation not affected by act.

(*New section*). That the circuit and district courts of the United States shall have jurisdiction upon the relation of any person or persons, firm, or corporation, alleging such violation by a common carrier, of any of the provisions of the act to which this is a supplement and all acts amendatory thereof, as prevents the relator from having interstate traffic moved by said common carrier at the same rates as are charged, or upon terms or conditions as favorable as those given by said common carrier for like traffic under similar conditions to any other shipper, to issue a writ or writs of mandamus against said common carrier, commanding such common carrier to move and transport the traffic, or to furnish cars or other facilities for transportation for the party applying for the writ: *Provided*, That if any question of fact as to the proper compensation to the common carrier for the service to be enforced by the writ is raised by the pleadings, the writ of peremptory mandamus may issue, notwithstanding such question of fact is undetermined, upon such terms as to security, payment of money into the court, or otherwise, as the court may think proper, pending the determination of the question of fact: *Provided*, That the remedy hereby given by writ of mandamus shall be cumulative, and shall not be held to exclude or interfere with other remedies provided by this act or the act to which it is a supplement.

Jurisdiction of United States courts to issue writs of peremptory mandamus commanding the movement of interstate traffic or the furnishing of cars or other transportation facilities.

APPENDIX 14.

REVISED AND AMENDED RULES OF PRACTICE IN CASES AND PROCEEDINGS BEFORE THE COMMISSION, WITH FORMS FOR COMPLAINTS, ANSWERS, NOTICES, ETC., AND COPIES OF SECTIONS 863 AND 864 OF THE REVISED STATUTES OF THE UNITED STATES.

(*Adopted June* 8, 1889.)

PUBLIC SESSIONS.

I. The general sessions of the Commission for the hearing of contested cases will be held at its office in the Sun Building, No. 1315 F street, northwest, Washington, D. C., on such days and at such hour as the Commission may designate.

Sessions for receiving, considering, and acting upon petitions, communications, and applications relating to business before the Commission, and also for considering and acting upon any business of the Commission other than contested cases, will be held at its said office at 11 o'clock a. m. on Monday of every week when the Commission is at Washington.

When special sessions are held at other places such regulations as may be necessary will be made by the Commission.

PARTIES.

II. Where a complaint concerns only anything done or omitted to be done by a single carrier no other need be made a party, but if it relates to joint tariffs, or matters in which two or more carriers doing business under a common control, management, or arrangement, for a continuous carriage or shipment are interested, all the carriers constituting such line must be made parties.

A complainant may embrace several carriers, or lines of carriers, operated separately, in the same proceeding, when the subject-matter of the complaint involves substantially the same alleged violation of the law by the several carriers or lines.

Persons or carriers not parties may apply, in any pending case or proceeding, for leave to intervene and to be heard upon the questions involved.

COMPLAINTS UNDER SECTION 13.

III. Complaints under section 13 of the act, of anything done or omitted to be done by any common carrier subject to the provisions of the act in contravention of the provisions thereof, must be made by petition, which must briefly state the facts which are claimed to constitute a violation of the act, and must be verified by the petitioner, or by some officer or agent of the corporation, society, or other body or organization making the complaint, to the effect that the allegations of the petition are true to the knowledge or belief of the affiant.

The complainant must furnish as many written or printed copies of the complaint or petition as there may be parties complained against to be served. When a complaint is made the name of the carrier or carriers complained against must be set forth in full, and the address of the petitioner, and the name and address of his attorney or counsel, if any, must be indorsed upon the complaint.

The Commission will cause a copy of the complaint to be served upon every common carrier complained against, by mail or personally, in its discretion, with notice to the carrier or carriers to satisfy the complaint or to answer the same in writing within the time specified.

ANSWERS.

IV. A carrier complained against must answer the complaint made within twenty days from the date of the notice, unless the Commission shall in particular cases prescribe a shorter time for the answer to be served, and in such cases the answer must be made within the time prescribed. The original answer must be filed with the Commission, at its office in Washington, and a copy thereof must at the same time be served upon the complainant by the party answering, personally or by mail, who must forthwith notify the secretary of the Commission of the fact. The answer must admit or deny the material allegations of fact contained in the complaint, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the complaint. If a carrier complained against shall make satisfaction before answering, a written acknowledgment of satisfaction must be filed with the Commission, and in that case the fact of satisfaction without other matter may be set forth in the answer, filed and served on the complainant. If satisfaction be made after the filing and service of an answer, a supplemental answer setting forth the fact of satisfaction may be filed and served.

V. If a carrier complained against shall deem the complaint insufficient to show a breach of legal duty, it may, instead of filing an answer, serve on the complainant notice for a hearing of the case on the complaint; and in case of the service of such notice, the facts stated in the complaint will be taken as admitted. A copy of the notice must at the same time be filed with the Commission. The filing of an answer will not be deemed an admission of the sufficiency of the complaint, but a motion to dismiss for insufficiency may be made at the hearing.

SERVICE OF PAPERS.

VI. Copies of notices or other papers must be served upon the opposite parties to the proceeding, personally or by mail, and when any party shall have appeared by attorney the service upon the attorney shall be deemed proper service upon the party.

AFFIDAVITS.

VII. Affidavits to a petition, complaint, or answer may be taken before any officer of the United States, or of any State or Territory, authorized to administer oaths.

AMENDMENTS.

VIII. Upon application by any petitioner or party, amendments may be allowed by the Commission, in its discretion, to any petition, answer, or other pleading in any proceeding before the Commission.

ADJOURNMENTS AND EXTENSIONS OF TIME.

IX. Adjournments and extensions of time may be granted upon the application of parties in the discretion of the Commission.

STIPULATIONS.

X. Parties to cases and proceedings before the Commission may, by stipulation, duly signed by them and filed with the Secretary, agree upon the facts, or any portion of the facts, they deem to be involved in the controversy, which agreed statement shall be regarded and used as evidence. It is desirable that the facts be thus agreed upon whenever practicable.

HEARINGS.

XI. Upon issue being joined by the service of answer, the Commission will assign a time and place for hearing the same, which will be at its office in Washington, unless otherwise ordered. Witnesses will be examined orally before the Commission, unless testimony be taken or facts agreed upon as otherwise provided in these rules. The petitioner or complainant must in all cases prove the existence of the facts alleged to constitute a violation of the act, unless the carrier complained of shall admit the same, or shall fail to answer the complaint. Facts alledged in the answer must also be proved by the carrier, unless admitted by the petitioner.

In cases of failure to answer, the Commission will take such proof of the charge as may be deemed reasonable and proper, and make such order thereon as the circumstances of the case appear to require.

WITNESSES AND DEPOSITIONS.

XII. Subpœnas requiring the attendance of witnesses will be issued by any member of the Commission in all cases and proceedings before it, and witnesses will be required to obey the subpœnas served upon them requiring their attendance or the production of any books, papers, tariffs, contracts, agreements, or documents relating to any matter under

investigation or pending before the Commission. When a subpœna is desired for the production of books, papers, or other documentary evidence, special application must be made to the Commission therefor, specifying the documentary evidence desired.

When a cause is at issue on petition and answer, each party may proceed at once to take depositions of witnesses in the manner provided by sections 863 and 864 of the Revised Statutes of the United States, and transmit them to the secretary of the Commission, without making any application to, or obtaining any authority from, the Commission for that purpose.* (Sections 863 and 864, Revised Statutes, are appended to these rules.)

PROPOSED FINDINGS OF FACT.

XIII. Upon the final submission of a case to the Commission, either party may submit proposed findings of fact for the consideration of the Commission, which findings must embrace only the material facts of the case supposed to be established by the testimony.

REHEARINGS.

XIV. Application for a rehearing may be made by either party at any time within sixty days after a decision shall have been filed and made public in any case decided by the Commission. Such application must be by petition, and must state clearly the findings of fact or conclusions of law supposed to be erroneous. If the application be to give further testimony, the nature of the additional testimony must be briefly stated, and it must not be merely cumulative. The petition must be verified in the same manner as a complaint, and a copy thereof, with a notice of the time and place of the application, must be served on the opposite party at least ten days before the time named for the application.

PRINTING OF PLEADINGS, ETC.

XV. For convenience in reading and filing, it is recommended that, when practicable, petitions, answers, and depositions be printed or in type-writing, and that when in type-writing, or ordinary writing, only one page of the paper be used.†

COPIES.

XVI. Copies of any petition, complaint, or answer in any matter or proceeding before the Commission, or of any order, decision, or opinion by the Commission, and also of testimony when practicable and desired for use in the case, will be furnished without charge upon application to the secretary by any person or carrier party to the proceeding.

* Fees of witnesses are fixed by law at $1.50 for each day's attendance at the place of hearing or of taking depositions, and 5 cents per mile for going to said place from his place of residence and 5 cents per mile for returning therefrom.

† It is desirable, if complaints, answers, etc., are in ordinary writing or type-writing, that the size of the pages should conform as near as convenient to 9 by 13 inches, not to exceed same; if printed, 6 by 9 inches.

ADDRESS OF THE COMMISSION.

XVII. All complaints concerning anything done or omitted to be done by any railroad carrier, and all petitions or answers or applications relative to any pending proceeding, and all letters or telegrams relating in any manner to either of these matters, must be addressed to the Interstate Commerce Commission, Washington, D. C.

Sections 863 and 864 of the Revised Statutes, referred to under Rule XII, are as follows:

"SEC. 863. The testimony of any witness may be taken in any civil cause depending in a district or circuit court by deposition *de bene esse*, when the witness lives at a greater distance from the place of trial than one hundred miles, or is bound on a voyage to sea, or is about to go out of the United States, or out of the district in which the case is to be tried, and to a greater distance than one hundred miles from the place of trial, before the time of trial, or when he is ancient and infirm. The deposition may be taken before any judge of any court of the United States, or any commissioner of a circuit court, or any clerk of a district or circuit court, or any chancellor, justice or judge of a supreme or superior court, mayor or chief magistrate of a city, judge of a county court or court of common pleas of any of the United States, or any notary public, not being of counsel or attorney to either of the parties, nor interested in the event of the cause. Reasonable notice must first be given in writing by the party or his attorney proposing to take such deposition to the opposite party or his attorney of record, as either may be nearest, which notice shall state the name of the witness and the time and place of the taking of his deposition; and in all cases in *rem*, the person having the agency or possession of the property at the time of seizure shall be deemed the adverse party, until the claim shall have been put in; and whenever, by reason of the absence from the district and want of an attorney of record or other reason, the giving of the notice herein required shall be impracticable, it shall be lawful to take such depositions as there shall be urgent necessity for taking, upon such notice as any judge authorized to hold courts in such circuit or district shall think reasonable and direct. Any person may be compelled to appear and depose as provided by this section, in the same manner as witnesses may be compelled to appear and testify in court.

"SEC. 864. Every person deposing as provided in the preceding section, shall be cautioned and sworn to testify the whole truth, and carefully examined. His testimony shall be reduced to writing by the magistrate taking the deposition, or by himself in the magistrate's presence, and by no other person, and shall, after it has been reduced to writing, be subscribed by the deponent."

FORMS.

No. 1.—Complaint against a single carrier.
No. 2.—Complaint against joint or connecting carriers.
No. 3.—Notice to answer.
No. 4.—Notice to complainant.
No. 5.—Answer.
No. 6.—Notice by carrier under Rule V.
No. 7.—Acknowledgment of answer.
No. 8.—Notice of hearing.
No. 9.—Subpœna.
No. 10.—Notice of taking depositions under Rule XII.

FORMS.

These forms may be used in cases to which they are applicable, with such alterations as the circumstances may render necessary.

No. 1.

Complaint against a single carrier.

INTERSTATE COMMERCE COMMISSION.

A. B
against
THE —— RAILROAD COMPANY.

The petition of the above-named complainant respectfully shows:

I. That (*Here let complainant state his occupation and place of business.*)

II. That the defendant above named is a common carrier engaged in the transportation of passengers and property by railroad between points in the State of —— and points in the State of ——, and as such common carrier is subject to the act to regulate commerce.

III. That (*Here state concisely the matters intended to be complained of. Continue numbering each succeeding paragraph as in Nos. I, II, and III*).

Wherefore the petitioner prays that the defendant may be required to answer the charges herein, and that after due hearing and investigation an order be made commanding the defendant to cease and desist from said violations of the act to regulate commerce, and for such other and further order as the Commission may deem necessary in the premises. (*If reparation for any wrong or injury be desired, the petitioner should state the nature and extent of the reparation he deems proper.*)

Dated at ——, ——, ——, 18—.

A. B.
(*Complainant's signature.*)

STATE OF ——,
County of ——, *ss:*

A. B., being duly sworn, says that he is the complainant in this proceeding, and that the matters set forth in the foregoing petition are true as he verily believes.

A. B.

Subscribed and sworn to before me this —— day of ——, 18—.

C. D.,
Justice of the Peace.
(*Or other officer authorized to administer oaths*).

No. 2.

Complaint against joint or connecting carriers.

INTERSTATE COMMERCE COMMISSION.

A. B.
against
THE ——— RAILROAD COMPANY,
(*Here set out in full the titles of the several carriers complained against.*)

The petition of the above-named complainant respectfully shows:

I. That (*here let complainant state his occupation and place of business*).

II. That the defendants above named are common carriers, and under a common control, management, or arrangement for continuous carriage or shipment, are engaged in the transportation of passengers and property wholly by railroad (*or partly by railroad and partly by water, as the case may be*) between ———, in the State of ———, and ———, in the State of ———, and as such common carriers are subject to the act to regulate commerce.

(*Then proceed as in Form No.* 1.)

No. 3.

Notice to answer.

THE INTERSTATE COMMERCE COMMISSION,
Washington, D. C., ——— ———, 188–.

To the ——— ———,
——— ——— ———:

Inclosed please find a copy of a ——— petition filed against your company, embracing a statement of charges made by ——— under section 13 of the act to regulate commerce, approved February 4, 1887, and amended March 2, 1889.

You are hereby called upon to satisfy the complaint or to answer the same, in writing, within twenty days from this date.

For the Commission:

——— ———,
Secretary.

No. 4.

Notice to complainant.

THE INTERSTATE COMMERCE COMMISSION,
Washington, ——— ———, 188–.

——— ———,
——— ——— ———:
———:

Your petition against the ——— Company, under section 13 of the act to regulate commerce, approved February 4, 1887, and amended March 2, 1889, is received and placed on file.

A statement of the charges made has been forwarded to the carrier for satisfaction or answer within twenty days.

For the Commission:

——— ———,
Secretary.

No. 5.

Answer.

INTERSTATE COMMERCE COMMISSION.

A. B.
against
THE ——— RAILROAD COMPANY.

The above-named defendant, for answer to the complaint in this proceeding, respectfully states—

I. That (*here follow the usual admissions, denials, and averments. Continue numbering each succeeding paragraph.*)

Wherefore the defendant prays that the complaint in this proceeding be dismissed.

THE ——— RAILROAD COMPANY,
By E. F.,
(*Title of officer.*)

STATE OF ———
County of ———, *ss:*

E. F., being duly sworn, says that he is the ——— of the ——— Railroad Company, defendant in this proceeding, and that the foregoing answer is true as he verily believes.

E. F.

Subscribed and sworn to before me this ——— day of ———, 18—.

C. D.,
Justice of the Peace.
(*Or other officer authorized to administer oaths.*)

No. 6.

Notice by carrier under Rule V.

INTERSTATE COMMERCE COMMISSION.

A. B.
against
THE ——— RAILROAD COMPANY.

Notice is hereby given under Rule V of the Rules of Practice in proceedings before the Commission that a hearing is desired in this proceeding upon the facts as stated in the complaint.

THE ——— RAILROAD COMPANY,
By E. F.,
(*Title of officer.*)

No. 7.

Acknowledgment of answer.

INTERSTATE COMMERCE COMMISSION.

Washington, ——— ——, 188—.

———— ————,
————— ————,
————— ————.

———:

The Commission acknowledges the receipt of an answer made by the ———Rail—— Company to the complaint filed against said company ——— by ———, and the same has been filed.

For the Commission:

Very respectfully,

———— ————,
Secretary.

No. 8.

Notice of hearing.

INTERSTATE COMMERCE COMMISSION,
Washington, ——— ———, 188–.

——— ———,
——— ———,
——— ———.

———:

The case of ——— against the ——— Rail —— Company ——— is assigned for hearing ——— ———, 188–, —— a. m., at ———.

For the Commission:

——— ———,
Secretary.

No. 9.

Subpœna.

INTERSTATE COMMERCE COMMISSION.

To ——— ———,
——— ———:

You are hereby required to appear before ——— in the matter of a complaint of ——— against ———, as a witness on the part of ———, on the —— day of———, 188–, at —— o'clock at ———, and bring with you then and there ———.

Dated ——— ———.

[SEAL.]

——— ———,
Commissioner.

——— ———,
——— ———,
Attorney for ———.

[NOTICE.—Witness fees for attendance under this subpœna are to be paid by the party at whose instance the witness is summoned, and every copy of this summons for the witness must contain a copy of this notice.]

No. 10.

Notice of taking depositions under Rule XII.

INTERSTATE COMMERCE COMMISSION.

A. B.
against
THE ——— RAILROAD COMPANY.

You are hereby notified that G. H. will be examined before C. D., a ——— (*title of officer or magistrate*), at ———, on the —— day of ———, 18—, at —— o'clock in the —— noon, as a witness for the above-named complainant (*or defendant, as the case may be*), according to act of Congress in such case made and provided, and the rules of practice of the Interstate Commerce Commission; at which time and place you are notified to be present and take part in the examination of the said witness.

Dated, ———, ———, 18—.

I. J.
(*Signature of complainant or defendant, or of counsel.*)

To A. B., the above-named complainant (*or The —— Railroad Company, the above-named defendant; or to K. L., counsel for the above-named complainant or defendant.*)

NOTE.—*The Commission recommends that the conditions upon which witnesses may be examined under sections* 863 *and* 864 *of the Revised Statutes before one of the officers designated be waived, and that parties consent in all cases to take testimony in that manner when practicable.*

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51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 51.

EVIDENCE AND REPORT IN THE TANNER INVESTIGATION.

DECEMBER 20, 1889.—Referred to the Committee on Invalid Pensions and ordered to be printed.

Mr. ENLOE submitted the following

RESOLUTION:

Resolved, That the Secretary of the Interior be, and he is hereby, requested to furnish to the House of Representatives the evidence taken and the report submitted to him by the committee which he appointed to investigate the management of the Pension Office under the late Commissioner Tanner; that he also be requested to inform the House of Representatives what steps, if any, have been taken to recover the money paid to persons who were illegally and improperly rerated; that he also be requested to furnish a list of the names of the employés of the Pension Office who were engaged in rerating themselves and each other, and to inform the House of Representatives who of those on said list are still in the Government employ, and who have been discharged, if any, on account of their participation in such frauds on the Government.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 52.

REMOVAL OF THE DUTY ON RAW WOOL.

JANUARY 6, 1890—Referred to the Committee on Ways and Means and ordered to be printed.

Mr. ANDREW presented the following

PETITION:

To the honorable Senate and House of Representatives in Congress Assembled:

The undersigned, being each and all of us engaged in growing, manufacturing, or dealing in wool, respectfully petition that the duties on raw wool may now be removed or greatly reduced for the benefit of our domestic wool growers and woolen manufacturers alike. At a recent meeting of woolen manufacturers in Boston it was correctly stated "that the wholesale introduction into the United States of foreign wools in the form of finished fabrics, thereby displacing American wool, which would otherwise be consumed in American mills, is due to the unjust and illogical arrangement of the tariff. While the imports of clothing and combing wools have not materially increased, and American production is materially decreasing of late years, notwithstanding the rapid growth in our population and the increasing per capita consumption of wool by this increasing population, the quantity of foreign wool introduced into this country in the shape of goods and yarn has increased to the enormous total of 141,474,144 pounds in 1888, equaling 44 per cent. of our total home production of wools of all descriptions. The wholesale market value of our annual importations of manufactured wool exceeds by nearly 50 per cent. the value of our annual wool clip."

As the only civilized country in the world, so far as we are informed, which levies a duty on raw wool, we ask that American industry may be relieved of this unnatural burden and that our domestic wool interests may now be put upon the same wholesome basis as the cotton manufacturing industry with free raw material.

JESSE METCALF AND 529 OTHERS.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 53.

DAMAGE CLAIMS OF S. F. TOLSMA.

JANUARY 6, 1890.—Referred to the Committee on Foreign Affairs and ordered to be printed.

MR. CHIPMAN introduced the following

RESOLUTION:

Resolved, That the Secretary of State is requested to transmit to the House copies of all the papers in his Department relative to the claim of S. F. Tolsma, of Detroit, for damages done to his fisheries in Lake Huron by the officers of the Canadian government; also the correspondence between the Government of the United States and the government of Great Britain relative to the said claim.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 54.

SEAL FISHERIES OF ALASKA.

JANUARY 6, 1890.—Referred to the Committee on Foreign Affairs and ordered to be printed.

Mr. CHIPMAN submitted the following

RESOLUTION:

Resolved, That the Secretary of State be requested, if not incompatible with the public interest, to report to the House of Representatives any and all correspondence between the Government of the United States and foreign governments concerning the seizure of vessels for violation of the laws and regulations relative to the seal fisheries, and correspondence as to whether the waters between the islands and mainland of Alaska are a close sea.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 55.

TESTIMONY

IN RELATION TO

INVESTIGATION OF OFFICE OF SERGEANT-AT-ARMS, HOUSE OF REPRESENTATIVES.

DECEMBER 9, 1889—Ordered to be printed.

WASHINGTON, *December* 6, 1889.

The following proceedings took place in the House of Representatives on Friday, December 5, 1889:

The SPEAKER. The Chair has received from the late Sergeant-at-Arms the following letter:

"WASHINGTON, *December* 5, 1889.

"SIR: I regret to report that C. E. Silcott, esq., late cashier of the office of Sergeat-at-Arms during my incumbency of the office, has departed from this city without settling his accounts, and I have been unable to ascertain his whereabouts; and there is a deficiency in the cash of the office. In view of these circumstances I respectfully request an immediate investigation of my accounts under such action as the House of Representatives may take in the premises.

"Respectfully, yours,

"J. P. LEEDOM,
"*Late Sergeant-at-Arms, House of Representatives.*

"Hon. THOMAS B. REED,
"*Speaker of the House of Representatives.*"

Mr. Adams offered the following resolution:

"Whereas John P. Leedom, late Sergeant-at-Arms of the House of Representatives, has reported to the House that C. E. Silcott, late cashier of the office of Sergeant-at-Arms, has departed from the city without settling his accounts, and his whereabouts is unknown, and that there is a deficiency in the cash in said office of about $75,000: Now, therefore,

"*Resolved*, That a select committee, consisting of seven members, be appointed by the Speaker to examine the accounts of said office and report thereon to the House. Said committee shall have power to send for persons and papers, administer oaths, sit during the session of the House, and report in full or in part at any time for immediate consideration."

The Speaker appointed the following committee, pursuant to the above resolution: Messrs. George E. Adams, of Illinois, Sereno E. Payne, of New York. J. W. Stewart, of Vermont, I. R. Reed, of Iowa, J. H. Blount, of Georgia, W. S. Holman, of Indiana, J. J. Hemphill, of South Carolina.

In pursuance of the above resolution the committee met in the room of the Committee on Public Lands, on Friday, December 6, 1889. Present, Messrs. Adams (chairman), Payne, Reed, of Iowa, Stewart, Hemphill, and Holman.

JOHN P. LEEDOM SWORN AND EXAMINED.

The CHAIRMAN. We want you to give to the committee in your own language a full history of your administration of the office of Sergeant-at-Arms, with the names and number of employés that you have had, and their several duties, together with your system of book-keeping, from the beginning of your administration down to the present time, including this matter now under investigation.

Mr. LEEDOM. I succeeded Mr. Hooker on the 6th day of December, 1883, but I can not give the exact date on which all of my subordinates were appointed. After I took charge of the office, it was some days (perhaps as many as twenty) before I appointed Mr. C. E. Silcott my cashier. Following that I appointed Mr. J. D. Selzer as book-keeper, and continued Mr. M. C. Curtis, who had been paying teller under Mr. Hooker, as my paying teller. Perhaps a month and a half afterwards, in January, I appointed Col. Isaac R. Hill as my deputy. I appointed about the same time Mr. D. D. Roberts, of West Virginia, as my messenger, Samuel Kalbfus my page, and

Charles Christian, the laborer that was in the office, I continued. With the exception of Mr. Curtis and the laborer they have been with me ever since. Some six months after my incumbency began I re-appointed the old laborer because the other fellow wanted to do the honors of the office and leave the rest of us to clean up. About two years after I had been in the office I concluded to change my paying teller, and then I appointed Mr. H. L. Ballentine, my present teller, who is a son of ex-Congressman Ballentine, of Tennessee.

I made it the rule to have the books in such shape that we could at once state the exact status of every man's account, and it has been continued so from that time to this The safe has two compartments. Silcott had charge of one and Ballentine has charge of the other. Mr. Silcott received all the moneys due the members from the Treasury. The deposits, drafts, checks, and other money which came into the office was received by the teller. He turned over to the paying teller such sums as they fonnd necessary to meet the demands of the office. The teller's book was a check against the cashier, and the cashier's book was a check against the teller. The book-keeper kept an account so as to know what each one of them ought to have at any time. I exercised a general supervision over all, except that I never kept the combination of either of the compartments of the safe because I had appointed these gentlemen, and intended to hold them responsible, and I did not want it to be said by anybody that I ever had anything to do with the safe. I made these gentlemen give bond in the sum of $50,000 each. The first bond that I exacted was in the Forty-eighth Congress. I thought it necessary in order to protect my bondsmen that they should protect me, and I therefore required the paying teller to give me a bond for $50,000, which he did, and my cashier then gave me a bond for $50,000 also, and the book-keeper gave a bond for $25,000, something that had never been required by my predecessors, so far as I know.

I had the utmost confidence in Mr. Silcott, and have had all my life until this disclosure. The business of the office has been conducted in such a way that there never was a question or suspicion of irregularity. Of course there were times when there were little differences in the books, but that was a mere matter of calculation. Sometimes the books would not balance, but it was generally a mistake in addition. There never was any question about any improper acts of any sort.

The CHAIRMAN. Is there anything more that the committee would like in regard to the system of book-keeping down to the time of this defalcation?

Mr. PAYNE. I would like to know what books were kept?

Mr. LEEDOM. The books kept by the book-keeper are a ledger, a journal, and register. All the items that came into the office were entered upon the journal, and from the journal they were transferred to the ledger and then a balance-sheet was made, which was kept separate. The cashier and teller each kept a book of their own transactions.

The CHAIRMAN. What were the accounts in that ledger?

Mr. LEEDOM. Those of the Members of the House and Delegates, the Clerk, Postmaster, and my own.

Mr. STEWART. How often were the books balanced?

Mr. LEEDOM. Every day, except when the business was light; then two or three days were kept together.

The CHAIRMAN. A balance was ascertained?

Mr. LEEDOM. Yes, sir; the balance was known every day.

Mr. STEWART. Was that balance stated on the books?—A. On the balance-sheet.

Mr. LEEDOM. Frequently members would come in and call for a statement of their accounts, and whenever that was done we would go over the books and make out the statement, close the account, and bring down the balance as made, and we would enter it on the book and then return the checks to the members. Unless a statement was called for the checks were not returned.

By the CHAIRMAN:

Q. How did you get your funds from the Treasury, what official got them, and at what periods?—A. At the close of each month I would send my messenger to the Treasury with the vouchers of the members of Congress, giving the names and the amount, signed by the Speaker, or by the Clerk when there was no Speaker. They were carried to the Treasury Department and presented and the money drawn upon those vouchers.

Q. Where did you get those vouchers?—A. From the members of Congress.

Q. Did they have to be countersigned by the clerk?—A. The Speaker would sign them when there was one; when there was not one the Clerk would. The cashier would receive the money and turn a part of it over to the paying teller and retain the balance himself. We always kept a balance at the Metropolitan Bank to meet checks that members would file with us for collection, as a good many of the members transacted their business through the office. We have had as much as $65,000 there at a time. I kept a portion of the money there, a portion with the paying teller, and the

remainder with the cashier. I do not think there has ever been a time since I have taken charge of the office that my cashier has had as much as $50,000 at one time in his part of the safe. It has been divided, as I stated, between the paying teller, the bank, and the cashier.

Q. What bank?—A. The National Metropolitan Bank. It is directly opposite the Treasury, and one of the substantial banks of the city.

Q. In what form were your accounts kept there?—A. In the name of C. E. Silcott, cashier. No one except the cashier drew money from the bank. I do not think that I ever have drawn a dollar out of the bank myself at any time.

Q. Do you know to whom this money is charged by the Treasury Department?—A. It is charged to me, I think.

Q. Then you have an account in the Treasury Department as Sergeant-at-Arms?—A. Only in that way, and my own salary.

Q. About this defalcation; tell us all you know about it.—A. The first I believed that there was anything wrong, or that there was any crookedness, was on last Wednesday evening, at 4.20 o'clock. Silcott went over Saturday to New York, leaving Saturday night. He came to me on Saturday and said, "John, I have some money coming to me in New York and I am going over there to get it." I said, "When are you going?" He says, "I have to go to-morrow." I said, "If you are going, you had better go now, so as to be back Monday morning; Mr. Holmes, my successor, will be elected, and I will want to turn the office over to him." Sunday morning I went over to his house and his wife told me that he had gone on Saturday night, at 11.40; that he went off without even taking a grip-sack or any clothing, and that he only took a night-shirt in his overcoat pocket, and stated to her that if he could arrange the business that he had gone over there for, he would be back Sunday evening, and if not back then, he would telegraph. On Sunday evening she received a telegram from him saying, "I will be home to-morrow evening."

Monday night he did not come. I did not expect to see him on Monday night, but I thought he would come to the office on Tuesday morning. On Tuesday he did not come, and I felt uneasy. I never had the slightest suspicion that there was anything wrong in the office. My fear was, that he had gone over to New York, had drawn this money, that some one had followed him to the bank, seen him get the money, and followed him and killed him. On Wednesday morning Mr. Ballentine said to me, "I feel distressed." I said, "You do not feel any more distressed than I do." I telegraphed Mr. Page on Tuesday morning (the gentleman he said he had gone there to meet and get money from) to know if Mr. Silcott was there, or when he had left. I received no response from it. In two hours afterwards I telegraphed to the Murray Hill Hotel, where Page was stopping, asking them to deliver the telegram, and if he was not there to telegraph me where I could reach him. I received no response to that. It was Tuesday that I telegraphed, and I telegraphed Wednesday again—twice on Tuesday and twice on Wednesday. I telegraphed to the hotel on Tuesday and got no response until last night, when I received a telegram from Mr. Paige, one of my bondsmen. I gave one of the telegrams to the Post last night, and that is the one that is in the paper. This first one, which is dated December 6, reads as follows:

"I have just returned from Ohio; have not seen or heard of Silcott in six months.

"DAVID R. PAIGE."

The other telegrams were of the same tenor.

Mr. Ballentine on Wednesday said to me he feared that Mr. Silcott had been killed. He said, "If anything should happen here is the combination to Mr. Silcott's side of the safe. You take this, and if Mr. Silcott does not turn up I do not want to have anything to do with it. I want you to see, when the safe is opened, the amount of money that is in there, what else is in there, and all about it."

Q. When was that?—A. That was on Wednesday. At that time Senator Hiscock, of the committee on the celebration of the inauguration of Washington, sent for me to go over to the office of the Sergeant-at-Arms of the Senate. They wanted me to get up some sort of a programme. I went there and told them to come over to my office, that I had some programmes of the Washington Monument celebration. They came over there and we were arranging a programme. That perhaps lasted an hour. In the mean time I had telephoned to the Superintendent of the Bureau of Engraving and Printing, and he came and remained there perhaps an hour longer. After they had all departed I said: "Now, Henry, we will open the safe." After opening the safe I can find out whether the money is here. If it is here, Silcott is killed. If it is not here, then he has taken the money and gone."

Mr. Ballentyne wanted me to open the safe. I told him I knew nothing about time-locks, and asked him to do it, and he sat down in my presence and unlocked the safe. We had some trouble in doing it. Mr. Roberts, my messenger, was in the office at the time I am not certain now whether my book-keeper was there or not, but he came in before we were through. Mr. Ballentine unlocked the safe and asked me to count the money, which I did. The first package which I took out was $1 bills ex-

cept on the other side was a $100 bill. The $100 bill and those 100 $1 bills made $200 in the package. I said to Mr. Ballantine, "How is this?" He said, "When we break a package, sometimes we stick the bills in there on the back." The next package was of the same kind exactly. I commenced then and took up the other packages one by one until they were all counted. The rest of them were $1,000 packages, except one package containing $5,000. I do not think that there was any of as small denomination as $5. The whole amount footed up $33,400. That was the amount of money that was in there in Silcott's side. I said, "Henry, there is something wrong. The next thing we will do will be to get a balance-sheet and go over these books carefully and see how much money Silcott ought to have here. He turned to his books and saw that Silcott ought to have about $75,000.

Mr. STEWART. In addition to this $33,400?

Mr. LEEDOM. Yes; in addition to that. I said to those in the office, Mr. Selzer and Colonel Roberts, "I want you to count this money." Colonel Roberts and the book-keeper counted the money.

By the CHAIRMAN:

Q. Did they count the bills in those packages?—A. They did not count the bills, but only the packages as they were marked. That has not been done yet; that is, they have not counted the individual bills.

Q. These were unbroken packages put up by whom?—A. By the Treasury Department.

Q. They had the Treasury straps on them?—A. Yes, sir; and the figures naming the amount on each package. We then went to work to find out the amount. Mr. Selzer had been out in Ohio, and in his absence Mr. Ballentine and Mr. Silcott kept the books. Whenever one takes a leave of absence the others do the work. The work is light when Congress is not in session, and one man can do it all. We went over the books carefully, made out a balance, and saw the amount of money that we ought to have. I said, "Henry, we must not say anything to any one or say anything public that there is anything wrong. I want to go to the bank to find out the amount of money that is still there, and then the next thing will be to go to the Treasury to see how much he has drawn." We started to figure, but I could not figure. None of us were able to figure any. I staid there until 12 o'clock. I then went home and left the book-keeper alone. I could not sleep, but laid in bed until half past 2 o'clock Thursday morning, when I got up and came back to the office to see what amount of money we ought to have on hand. The book-keeper had the totals, and I added them up, but he had made a mistake of about $416; an amount equal to one month's salary of a member. I went over it myself, and found there was a mistake of that amount.

When I came into the office a policeman came up with me and made me a fire. I told him that I was distressed. He asked me what was the matter. I said I was fearful there was something wrong. I staid there until perhaps 5 o'clock, when I went to Mr. Crisp's house and told him of the trouble. He was the first man outside the office that I mentioned it to. I said, "Mr. Crisp, What shall I do? I do not want to tell anybody that there is anything wrong until I have gone through the accounts. I can not get into the bank until daylight, nor can I get into the Treasury until it is open." Then I said, "I believe I will go to see the cashier of the bank" I went to Mr. White's house and rang his door-bell. He called to me out of the window and asked what I wanted. He dressed and came down and I told him. He put on his coat and went with me to the bank. We found that the books were not in the vault, and I soon ascertained that Silcott had taken no money out of there. Our books showed that we ought to have had $19,000 there. I saw that their books gave us a credit of about $16,000 in round numbers. I said to Mr. White, "Our books show that we ought to have about $19,000 here." He said, "No, I think not." I then left there. While I was there I saw that the last money drawn by Mr. Silcott from the bank was $5,000, and it was drawn on the 25th day of November. I was fearful that Silcott had taken the cash that was there also, but he had not. Other deposits were made subsequently to the 25th by the messenger—on Monday and Tuesday.

I then went to hunt up Mr. Felton, who was one of my bondsmen. Mr. Bingham had told me that Mr. Felton was going to stay with him. I went up to his house and there was nobody there. I then hired a cab and went to the Western Union Telegraph office, and telegraphed to Mr. Bingham, to ascertain the whereabouts of Mr. Felton and to notify me at once, as it was a matter of importance. I next went to the Riggs House, to find Mr. Carlisle, but I found him at his residence. I told Mr. Carlisle the situation. I said, "I want to know what I shall do, and I want you to advise me." He told me there was but one thing that I could do, and that was to report the matter to the House; and I asked him to come to the House as soon after breakfast as possible.

I then got into a cab and came here to the House. Mr. Dibble, Mr. Crisp, and Mr. Carlisle came to my office, and I told them that I was going to report the facts to the Speaker I did so, and wrote out the letter which was presented to the House. Mr.

Carlisle in the mean time drew up the resolution which was passed, for the appointment of this committee.

I was under the impression that Mr. Silcott had drawn all the money from the Treasury, and Mr. Ballentine was not certain, because he had not made any slip. I did not know how much Silcott had carried away. I had hoped that he had left this $60,000 in the Treasury. I sent up the book-keeper, and in the mean time telegraphed them to send me the amount that Silcott had drawn on Saturday. I did not know that Silcott had carried off $60,000 until the book-keeper came back with the statement. The first money was drawn on Wednesday, the second on Friday, and the last on Saturday—in all, $133,000 and odd.

Q. The committee want to know, and I should like to know, your idea of how it was done—how the abstraction of the money occurred, as I presume you have not thought of anything else for the last seventy-two hours.—A. My idea is simply this, that Mr. Silcott has taken all the money since last Wednesday.

Q. What did he do with it?—A. Carried it away with him.

Q. To New York?—A. Yes, to New York or Canada. The money was evidently carried away from here at that time.

Mr. STEWART. You say he did not even have a bag or gripsack?

Mr. LEEDOM. He did not take any from his house, at least that is what his wife told me. Of the last money drawn from the Treasury, which was something over $60,000, he deposited with the paying-teller the sum of $252; that is all out of the $60,000.

By the CHAIRMAN:

Q. Have you traced the previous sums that he took last Wednesday and Friday?—A. Of the first sum (which was $36,608) he gave the paying-teller $21,608. The second sum of $36,207.70, he gave to the paying-teller.

Q. Then, of the two sums, he retained how much?—A. He retained $15,000 of the first. There was $36,608 and he gave the paying-teller $21,608. The second sum that he drew from the Treasury, $36,206.70, he gave the paying-teller. Of the amount drawn on Saturday, which was $60,627.48, he gave the paying-teller only $252 in three drafts.

Q. You think that up to the time of his taking the $15,000 his account was perfectly straight?—A. I do. I have never counted the cash in the office, because I had the utmost confidence in Mr. Silcott's honesty, and as an additional protection I had his bond, and felt perfectly secure.

Q. You do not know of any business in which he was engaged where he was losing money?—A. No, sir; It was my opinion that Mr. Silcott always had anywhere from $8,000 to $10,000 of his own money.

The CHAIRMAN. The committee wanted this general statement simply to guide them in the investigation.

Mr. LEEDOM. I would rather that you would question me fully on all points.

By Mr. HEMPHILL:

Q. You speak about there being a balance to the credit of each member of Congress in his account. Was there any balance made of the whole business of the office at any time?—A. Yes, sir; every day.

Q. Did you count the cash?—A. No, sir; I never counted the cash.

By the CHAIRMAN:

Q. But there was an ascertainment every day of the cash?—A. We knew from what Mr. Ballentine had and from what was in the bank what Mr. Silcott's amount should be.

Q. Do you mean to say that the balance was struck and it was all satisfactory provided the money was there?—A. Yes, sir.

Q. But whether the money was there you do not know?—A. I do not. The cash was left to Mr. Silcott, and he transacted all the cash business.

By Mr. HEMPHILL:

Q. The money that is obtained from the Treasury is upon the order of the Speaker or the Clerk?—A. Yes, sir. There is no other way to draw it except that way.

Q. You drew it upon the certificate which the Speaker and Clerk made out?—A. Yes, sir.

Q. And the certificate was receipted by the member?—A. Yes, sir; that was to guide the Department, and to show what it was for. It is charged on the books against each member.

The CHAIRMAN. Do they keep individual accounts against each member?—A. Yes, sir.

By Mr. HEMPHILL:

Q. That money which Silcott was going to New York for, what did he want with it?—A. I have not the slightest idea.

Q. Did you ask him whether or not he was ready to settle up?—A. We talked about it a week ago, and he said everything was all right. I told him it was only a short time until we would have to turn over the office. He said everything was straight; he said "I am going to New York to get some money from David Page," and he said that it was money he had loaned to Paige himself. I did not know until to-day that Paige did not owe him anything. It was the first intimation I had that Page did not owe him a dollar.

Q. You got that telegram yesterday?—A. No, sir; this morning.

Q. It is in the Post this morning?—A. I did not know that it was in the Post that Paige did not owe him anything.

By Mr. STEWART:

Q. What he said about going to New York to get this money, was that said in connection with your request to have an adjustment, settlement, or statement of your accounts?—A. No, sir; it was a conversation we had on Saturday morning.

Q. He made no explanation that that $10,000 was necessary?—A. No, sir.

Mr. REED. Did he state the amount that Mr. Paige owed him?—A. Yes, sir; he said that it was $12,000.

By Mr. HEMPHILL:

Q. Was the $33,400 in the safe the teller's cash, or the cashier's?—A. The cashier's

Q. Over and above the amount the teller had?—A. Yes, sir.

Q. How much did the teller have yesterday when you counted the money?—A. $33,351.13.

By Mr. STEWART:

Q. When this money came from the Treasury you say the entry was made upon your books. Do not the books show precisely what amount of money came from the Treasury?—A. Yes, sir. The salaries of the Members are all entered alphabetically in a book showing the number and the amount which was drawn. Then our bookkeeper was furnished with a slip or memorandum of the entry, showing how much there was brought up, and there was a check given the paying teller showing the amount given him and he was charged with it.

Q. So there was an entry of the amounts which was due the several members?—A. That was entered in the book and there was a slip put in showing the amount of money which was brought up from the Treasury, and which was charged against the cashier as so much cash.

Q. Was that $60,000 that he drew on Saturday entered on your books?—A. No, sir; the names were put down there, but Mr. Silcott left on Saturday and did not furnish any slip for it. He had the $60,627.48, less $252, but there was no slip furnished, and we did not know whether he had drawn it or not.

Mr. PAYNE. Of course that money was pretty bulky. What did he carry it in?—A. In a grip-sack or little valise.

The CHAIRMAN. Have you any idea how he got it out of town and away?—A. He carried it in a valise, I suppose, though his wife said he did not carry one. I can ascertain from the Treasury the denomination of these bills; whether they were large or small.

Mr. PAYNE. Did you see him on Saturday?

Mr. LEEDOM. I saw him at 2 o'clock on Saturday; also Saturday morning at the office.

Mr. STEWART. Have you taken any steps to arrest him, or inquired anything about where he is?—A. I have telegraphed, but the truth of the matter is I have been about half crazy, and I have not had judgment to know what to do.

The CHAIRMAN. Your idea is that he may be in Canada?—A. My idea is that he is in Canada, and that he is there with a woman.

Mr. PAYNE. What reason have you to believe that he is there with a woman?

Mr. LEEDOM. Because I find that he has been keeping company here with a woman who has left town, or is reported to have left town. Her home is in Canada, so I am told.

The CHAIRMAN. Has this been going on for a good while?

Mr. LEEDOM. I do not know how long. I have only known about it in the last few days, since these facts have been developed.

By Mr. HOLMAN:

Q. When Mr. Silcott drew the money for the office from day to day, what kind of an entry did he make? Did he keep a book himself in the office in which he entered it?—A. Yes sir.

Q. Have these three last sums which he got from the Treasury been entered on this book in the office in his own handwriting?—A. I would not be positive about that. There is a register that contains the amount that is drawn each month by each member of Congress.

Q. Who keeps that book?—A. Part of the time Silcott kept it, and part of the time it was kept by the paying-teller.

Q. There is no entry of the $60,000 drawn on Saturday?—A. No, sir; the names of the members for whom the money was drawn are there, but there was no slip brought up of the amount drawn.

By Mr. HEMPHILL:

Q. Was there any entry anywhere on your books of the $60,000 as being received by Silcott?—A. No, sir; not that I know of.

Q. Would he not have entered it ordinarily?—A. Yes, sir; it has not been the practice to draw all of this money from the Treasury at one time. Sometimes we carry it over for some time because we do not want to keep so much money on hand.

Mr. STEWART. Do you get the equivalent of the vouchers?—A. We take the vouchers and bring the amount back they call for.

By Mr. HOLMAN:

Q. The names of the members for which this is drawn appear on the list?—A. Yes sir.

Q. In whose handwriting is this?—A. I think that is in Silcott's handwriting.

Q. At what time did he draw that money from the Treasury?—A. I do not know. The only evidence we had was the certificate from the Treasury Department, which we obtained yesterday, because he had not reported to the paying-teller that he had drawn anything on Saturday.

By Mr. STEWART:

Q. Sometimes the messenger drew this money, did he not?—A. There is a messenger for that purpose, but the messenger is not always here.

Q. If any other officer went there with those vouchers, would the Treasury pay the money? Suppose, for instance, that the book-keeper had gone there with those vouchers?—A. The only authority, so far as I now remember, that the Treasury Department had, was to pay this money to the messenger. Silcott was never authorized to receive it.

Q. Yet they did pay it to him?—A. They paid it to Silcott. My colored man has carried money up from there; the book-keeper has carried money from there, and I believe everybody in the office except myself.

Q. They received the money upon presenting these vouchers to the Treasury?—A. Yes, sir.

Q. Where were those vouchers?—A. In the safe.

Q. Did all the employés have access to them?—A. Well, anybody that could get in there could get them.

By the CHAIRMAN:

Q. Has Major Holmes qualified?—A. No, sir; he so told me to-day.

Q. What are the duties of the Sergeant-at-Arms?—A. Outside of the banking part of the office he is to preserve order on the floor of the House, subpœna witnesses to attend meetings of investigating committees, etc.

Q. When do you suppose you can turn the office over to Major Holmes?—A. I could turn it over now, less the amount of money that is missing.

By Mr. BLOUNT:

Q. Who has charge of that money now?—A. Mr. Ballentine, my paying-teller.

Q. How much is in the office?—A. There is, I think, about $67,750. I have the statement down in the office.

Mr. PAYNE. Can you state precisely the shortage?

Mr. LEEDOM. Our books show that there is $158,274.04 due the members. The amount of cash on hand is $86,411.08 from all sources. That shows the shortage to be $71,859.96.

By Mr. HOLMAN:

Q. Are you able to state the amount of deposits of the members for November?—A. No, sir; I can not state that.

Q. Could you furnish such a statement?—A. We never kept that distinct. When they made a deposit we would make an entry; but it can be ascertained.

Mr. PAYNE. Is there anything due from members for overdrafts?

Mr. LEEDOM. Some members were overpaid, but it is only a trifling amount, $4,000 or $5,000 altogether.

By the CHAIRMAN:

Q. When a man deposited a check with you, I think you said that you immediately sent it to the bank?—A. When a check is sent to Chicago, for instance, we carried it to the bank and the bank would give us credit and send it off for collection. If a

member would come in and give me a check f
credit. If it is sent away and the check is pro
fees added to it, and is at once charged to the m
Mr. BLOUNT. Can you furnish us a list of the

By Mr. HOLMAN:

Q. Are there any vouchers that have not b
Q. How many ?—A. Two or three. Severa
vouchers for this month. Our books show tha
business November 25, or ought to have had on
Mr. BLOUNT. Would it not be well for you n
unpaid?
Mr. LEEDOM. I will go to my office and get
Here is a list of those whose vouchers have n
Adams, F. Campbell, L. B. Caswell, J. G. Ca
C. Cooper, A. J. Cummings, W. S. Forman, O.
A. Price, F. B. Spinola, J. D. Taylor, C. H.
Clunie have not drawn anything since the 4t
The CHAIRMAN. Have they signed any cer
Mr. LEEDOM. Mr. Clunie has signed his
sented. He signed the certificates on Wedn
Mr. HEMPHILL. These persons whose nam
the certificates.
Mr. LEEDOM. Some of them have.
Mr. PAYNE. Had they signed them on Sa
Mr. LEEDOM. No, sir.

By Mr. BLOUNT:

Q. Did Silcott leave all those here in th
took everything that was here.
Q. Then you have not gotten my questio
to have you go down to the safe and see h
taken to the Treasury.—A. I thought the
the members.
Q. Have you the vouchers there ?—A. T
Carlisle's. We have paid Mr. Carlisle
his.
Q. You must have vouchers to get mon
Q. Were some taken and some left ?
there.—A. None are there which were si
Mr. HEMPHILL. I want to know whet
Secretary of the Treasury which you o
vance?
Mr. LEEDOM. Yes, sir. I can not tell
lentine states that the amount is $2,010

STATEMENT OF J. W. WHEL
THE UN

By the CHAIRMAN:

Q. Will you please state for the be
in the mode of payment of the salarie
the system of book-keeping connecte
ments are made?
Mr. WHELPLEY. In the case of the
the Secretary of the Senate a disbur
priated for the compensation of Sena
of the Senate are usually paid in dr
Secretary of the Senate on the book
He is required to account for that
President of the Senate that a Sen
Senator's receipt and puts it in his
In the case of the House the Spe
certain member, say for the mon
on that certificate, right under th
when there is no Speaker, under t
tificate comes to the Treasury in t
geant-at-Arms. The cashier usu
accept it through the Sergeant-at

LANDS,
ember 7, 1889.

Leedom and see
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ant-at-Arms.

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ary. The salary of
bers are acquainted
the office. I have
t drew them when
upervision. Some-
enger down with

—A. Yes, sir, so far
y were signed also
s no Speaker dur-

ay?—A. Yes, sir.
ember had salary
the full amount
reasury required

?—A. Yes, sir.

ury they would
to the cashier,
ive me all of it
of it and take
t his money in
to commence

Hall safe of
s on the left-

he right hand

I never was in his
ay. My door locked

t is all you

and mileage of members for such a session. At the end of every month we write a letter to the Secretary of the Treasury stating that we have disbursed so much money for the pay and mileage of members of Congress and ask to be re-imbursed. The Secretary issues a warrant on the Treasurer for this amount. The Treasurer draws a draft on himself, signed by himself, and places it to the credit of that account to settle for these vouchers. Then that warrant is charged to the Treasurer on the Register's books and is turned over to the accounting officers.

Q. How much of that proceeding is prescribed by positive statute?—A. There is nothing except the statute that makes the Treasurer of the United States a disbursing officer of the Government. If you take the book of appropriations you will find that every year there is a certain amount appropriated for the pay of members, and out of that appropriation this money is advanced to the Treasurer.

Q. There is a similar appropriation made for the pay of the Clerk's office?—A. The Clerk of the House is a disbursing officer.

Q. There is no statute designating any particular officer as the disbursing officer for members?—A. Nothing.

Mr. HEMPHILL. Do they keep a separate account in the Treasury with each member?

Mr. WHELPLEY. Yes, sir; I have a book which shows exactly the amount of the certificate for the pay of every member and the date of the certificate.

The CHAIRMAN. Have you a statement showing how many members have filed their certificates for the month of November?

Mr. WHELPLEY. We have that at the Treasury. A clerk is writing up the individual accounts and will be ready soon with a statement showing exactly the state of every member's account, so far as the Treasury is concerned. The names of the members are arranged alphabetically. Say Mr. Adams's certificate comes in for the month of November, under November we would simply make an entry showing that we have paid Mr. Adams for that month. When the Sergeant-at-Arms sends down a certificate we do not pay him until we have seen whether or not Mr. Adams has drawn his salary for that month.

Mr. STEWART. Suppose a member should present his certificate himself at the Treasury, would you pay it?

Mr. WHELPLEY. Most assuredly we would. When there was a little trouble here in 1881 about the Sergeant-at Arms, a rumor being afloat that his accounts were short, stoppages of these certificates were sent to the Treasury in a number of cases and there was considerable correspondence with members about it. Mr. Willis, a member of Congress from Kentucky, would not allow the Sergeant-at-Arms to draw his money. He sent his certificate through the bank. We had an order also from Mr. Aldrich to stop payment. If the certificates are properly presented it is not absolutely necessary they should come through the Sergeant-at-Arms. All the Treasury wants to know when a member gets his pay is whether he has authorized the money to be paid to the party who presents the certificate.

Mr. HEMPHILL. But the Treasury would not pay it except on the certificate of the Speaker or the Clerk?

Mr. WHELPLEY. The Treasury would not pay the member unless the voucher complied with the statute, that is that the Speaker certifies that there is such an amount due him. We would want the certificate of the Speaker.

Mr. REED. The member can not draw this money in advance?

Mr. WHELPLEY. They can not.

Mr. STEWART. The Treasurer does not allow the Secretary to overdraw the amount of his bond at any time.

Mr. WHELPLEY. The rule of the Comptroller has been to require the disbursing officers of the Government to bring in their vouchers for moneys expended, so that they will not draw more money than their bonds allow them. It is my understanding that during the vacancy of the recess it frequently occurs that for the convenience of the Speaker, who may be absent, and while the members are all away, the Speaker has signed up a large number of certificates for members' pay in blank, and the members have also receipted for them in blank, and the Sergeant-at-Arms would take them up to the Treasury when they became due and present them.

Mr. HEMPHILL. State whether it is the custom of the Treasury Department to pay only the month's salary that has fallen due. Does the Department ever pay in advance?

Mr. WHELPLEY. The Department pays only the amounts that are due, according to the face of the certificate.

COMMITTEE-ROOM ON PUBLIC LANDS,
Saturday, December 7, 1889.

The committee met at 10.30, all the members being present.

Mr. HOLMAN. I move that Mr. Payne be requested to go with Mr. Leedom and see the transfer of the funds now in the Metropolitan National Bank to the safe of the office of the Sergeant-at-Arms, in compliance with Mr. Leedom's request.

Mr. REED seconded the motion, and it was agreed to.

TESTIMONY OF HENRY L. BALLENTINE.

HENRY L. BALLENTINE sworn and examined:

By the CHAIRMAN:

Please give your full name?—A. Henry L. Ballentine.

Q. What is your business?—A. Teller in the office of the Sergeant-at-Arms.

Q. For how long a time?—A. Four years.

Q. Under Mr. Leedom, as Sergeant-at-Arms?—A. Yes, sir.

Q. Tell the committee the manner in which the business of your office was conducted, so far as it comes within your knowledge, and so far as it relates to the handling of the funds of that office? And in giving that history, we want first a history of the general practice of the office during the time you have been there, and then in particular the transactions that have taken place recently? Tell it in your own way and take your own time.—A. Well, sir, beginning with the salary. The salary of the members was drawn on one of the certificates that all members are acquainted with, which was signed by the member, filled out by some one in the office. I have filled some, Mr. Silcott has filled some, and Mr. Selzer. Mr. Silcott drew them when he was there; at least he had the money under his immediate supervision. Sometimes he drew them himself, and other times he sent a regular messenger down with them.

Q. They were signed in blank so far as related to the month?—A. Yes, sir, so far as related to the month and so far as related to the amount. They were signed also by the Speaker during the session of Congress, and when there was no Speaker during the recess of Congress they were signed by the Clerk.

Q. All certificates purported to be certificates for one month's pay?—A. Yes, sir. Sometimes they were made up for more; as, for instance, when a member had salary due him for a month and a half, they would make out a certificate for the full amount of a month and a half, and would state it across it in red ink. The Treasury required that additional statement.

Q. The certificates were printed blanks?—A. Yes, sir.

Q. So far as the printing went it only designated one month's pay?—A. Yes, sir.

Q. Which would be four hundred and blank dollars?—A. Yes, sir.

Q. Well?—A. When these certificates were presented to the Treasury they would be paid and the money brought back. That money would go primarily to the cashier, and he would give it to me and say, "Take this money." He would give me all of it as he did one day last week, and sometimes he would give me a portion of it and take a portion himself. Last Friday he gave me all he drew. He would put his money in his side of the safe and I would put mine in mine. My daily work was to commence with a certain amount of cash, which was in my vault.

The CHAIRMAN. You had better describe the safe.—A. The safe is a Hall safe of four doors, two vault doors, and two vault compartments. His vault is on the left-hand side.

Mr. HOLMAN. That is, the north side.—A. No, the east side. It is on the right hand as you open the safe. When it was closed my door closed over it.

By the CHAIRMAN:

Q. When your door was shut, then, it could not be opened?—A. I never was in his vault before until I opened the door with Mr. Leedom the other day. My door locked over his; that is to say, my door shuts over his.

Q. His must be locked, and then yours over it?—A. Yes, sir. That is all you wish to know about that?

Q. Is that the general way in which business has been transacted in the four years you have been in the office?—A. Yes, sir.

Q. You speak of money drawn on certificates of members; is there other money?—A. I was going on to state that. I commenced the business daily with so much money. If a member comes in and wishes to make a deposit, I take the deposit and pass out a little receipt and make a receipt for the book-keeper, and also enter the transaction on my blotter—charge myself thereby with the amount of this deposit.

Q. You speak of a deposit; how are they generally made?—A. Cash, bank drafts.
Q. Bank drafts on other cities?—A. Yes, sir; foreign collections.
Q. If it was cash, what did you do?—A. Put it in the drawer.
Q. If it was checks?—A. Put it in the drawer, and made out a bank deposit, and turned it that evening or the next morning; I was so situated I could not balance in the office every evening, but generally balanced in the evening or the next morning, and turned it over to the cashier, and he would deposit it to his credit in the Metropolitan Bank, and they made collection. I speak of the collections. In regard to the actual cash, the cashier would issue during the day, if I needed it, other money, and I would debit myself cash from cashier so much money. He discounted notes, and when the end of the month came he would turn those notes over with the money when they became due, and they were entered on my blotter, and I debited myself with that, and then he would have to credit himself with it on the other side. This would go to the book-keeper and be charged up.
Q. You have spoken of notes and then you talk of cash and then you talk of collections, drafts on other cities; as for those, what did you know of them after they were handed the cashier?—A. I knew nothing; he put them in the bank.
Q. After you turned them over to him you knew nothing in regard to them?—A. Nothing, sir; he had them entirely under his own control.
Q. How did you discount notes?—A. Say a member of Congress wanted a note discounted ahead for his month's salary. In the office it was usual for them to make out a note and the cashier would carry them on his own side, and if he did not have the money he would get it discounted at the National Metropolitan Bank. When it was due of course it was charged the member and had to come to my book, so he would have me debit myself with the amount of this and then go to my credit among members' checks. This does not come to me at all except in the business of the cashier when I am deputed by Mr. Leedom to do so. I do not think, sir, I have made out but very few notes, and only in the absence of the cashier and when Mr. Leedom has told me to do so.
Q. Are you speaking of the practice prevailing in the office for the last six years?—A. For the last four years.
Q. It has been the practice for members to present notes to be discounted?—A. Yes, sir.
Q. Have they been usually notes for one month's salary?—A. They have been as high as for three months' salary in advance.
Mr. STEWART. When you speak about discounts, what do you mean by that; what is the rate of discount?—A. That I do not know, sir; I did not have the discounting to attend to.

By Mr. HOLMAN:

Q. There is a difference between interest and discount. Do you mean he discounted the interest in advance as they do at banks?—A. They discounted the note in advance.
Q. They discounted that for the period the note ran; who had the benefit of that?—A. Mr. Leedom, I understood.

By the CHAIRMAN:

Q. When a member presented a note for discount, it was discounted and the interest taken out?—A. It was passed to his credit.
Q. The actual process was for a member to present a note and get a certain amount of money for it?—A. It was this way. The note was discounted and usually placed to his credit. Mr. Silcott would discount the note and make out a credit check for the proceeds to the member, and this would not go on my books at all. That credit check was for the benefit of the book-keeper. It was no cash coming through me. That would go to his credit and show he had credit on the books. It did not come through me at all.
Q. The book-keeper handled this part of the transaction?—A. Yes, sir.
Q. Now, the first point at which you would know anything about it was when the notes would come due?—A. Yes, sir. When a member would come in and cash a check against a deposit, this would go to his credit from the proceeds of the note, say for $414, and I would have to honor his check for that amount.
Q. How do you know on the morning of a certain day whether you have the funds to cash a certain member's check or not?—A. From the balance-sheet.
Q. You have the balance-sheet before your eyes?—A. Yes, sir, they were made out daily during the session, then after that they were probably made out every two or three days.
Q. That is to say, frequently?—A. Yes sir.
Q. Now, then, when a note comes due, explain exactly what took place so far as it came within your jurisdiction.—A. The cashier would give me these notes and would tell me to debit these—the amount of the notes.

Q. The face value?—A. The face value of the notes; that is a regular bank discount. I would do so, and he would debit and credit himself also.

Mr. HOLMAN. If a member gave a check?—A. Then I would pay the money.

The CHAIRMAN. You would surrender the note?—A. No, sir; he was credited with this note and when the end of the month came he was credited with the salary also, and the check against a note would balance that and the note itself would balance the salary. Do you see, sir?

Mr. STEWART. The amount given is the note less the discount.

The CHAIRMAN. Very well.

By Mr. STEWART:

Q. To what extent were notes discounted during a session; how frequent was it?—A. They were discounted any time.

Q. Was it a regular constantly recurring thing?—A. Yes, sir.

Q. So the amount discounted for a session would amount to many thousands of dollars?—A. Yes, sir; to a considerable sum.

By Mr. BLOUNT:

Q. What would you say?—A. I could not say, judge.

Q. I would not have you say accurately; but give us some idea.—A. I do not think it would be under $1,200 or $1,400 discount.

Q. For the long or short session?—A. Long session.

Mr. HEMPHILL. You mean the amount of notes discounted?—A. The amount of the discount.

Mr. STEWART. I want to know whether this discount went to the credit of deposits or to the pocket of the Sergeant-at-Arms.—A. It went into the pocket of the Sergeant-at-Arms.

By the CHAIRMAN:

Q. We are investigating a shortage; when did you first know of a shortage?—A. The first actual knowledge I had, sir, was when the safe was opened.

Q. When did you suspect it existed?—A. I suspected something wrong on Tuesday of this week.

Q. Was Mr. Silcott here during the whole of last week?—A. I think so far as my recollection goes, he was.

Q. Was he present every day?—A. I think he was, sir.

Q. And regular in attendance in the office of the Sergeant-at-Arms?—A. Yes, sir.

Q. Do you know of anything he said or that was said to him in reference to the turning over of the office?—A. No, sir; I do not.

Q. You say you first suspected it on Tuesday?—A. Yes, sir.

Q. Why?—A. I had understood he went to New York on money matters, and he told me he would be back Monday morning, or possibly he might be detained until Monday night. When he did not come Monday night, and when he did not come Tuesday, and had not sent a telegram, I thought it did not look right. I can only say I felt something wrong; I had no suspicions.

Q. That was Tuesday morning?—A. Yes, sir.

Q. What next happened?—A. Nothing; the business went on as usual during the whole of Tuesday.

Q. Did you and the officers of the Sergeant-at-Arms office take any steps to ascertain his whereabouts?—A. No, sir; I had nothing tangible; it was only a feeling of mine, and if I had mentioned it to the Sergeant-at-Arms without any proof, I felt that my position would have proven vacant.

Q. That was Tuesday?—A. Yes, sir.

Q. What was said in the office on Wednesday?—A. On Wednesday my suspicions were stronger. I knew Mr. Leedom had all the confidence in the world in Mr. Silcott, and I felt very sure something was the matter, and I wanted to hint to him—I thought he might feel a delicacy in opening the office safe—and I wanted to give him good ground to open the safe, and I said to Mr. Leedom, "I have very few large bills, and I expect I will have a heavy business to-day; will not you have Mr. Silcott's safe opened and give me some large bills if he has them?" From the way he took the suggestion I simply thought to myself "you have done what you ought not to have done; Mr. Leedom thinks you suspect Mr. Silcott, and when he comes back you have simply made trouble for yourself."

Q. That was Wednesday morning?—A. That was Wednesday morning. There is another circumstance. When I first came Mr. Silcott handed me a little slip with the combinations of the outer door, the combination of his door, and the combination of mine. I never knew the combination of his door, but I had that little slip. When Mr. Leedom did not take my hint, I went up to him and said, "I have this, and I want you to take this for my safety;" Mr Leedom thought there was something wrong with Mr. Silcott, and I wanted him to take that for my sake. That was Wednesday morning.

Q. What do you refer to when you say he seemed to have some suspicions?—A. He had spoken and said he was afraid Mr. Silcott had been sand-bagged; that seemed to be his idea.

Q. And he stated it in the office?—A. Yes, sir.

Q. And heard by the other employés?—A. He stated it generally.

Q. On that morning or before?—A. I think on that morning, Wednesday morning, or maybe Tuesday afternoon; I do not recollect.

Q. Then you handed him the combinations?—A. Yes, sir.

Q. What did he say?—A. I do not think he said at that time anything at all.

Q. Did he take it?—A. Yes, sir.

Q. Now you have got to Wednesday afternoon.—A. Yes, sir. At the close of business Wednesday the committee for this Washington celebration—the inauguration of the first President—was in session, and he came to me and said, "Come and see if you can open the safe." I said, as there was a crowd in the office, "You had better wait until this committee goes out." I knew he would be interrupted, probably, by some one of the committee. When the meeting adjourned we went to the safe, and I took this paper and worked the combination. You must understand, Mr. Chairman, that Mr. Silcott at any moment could have changed this combination if he wished.

Q. What time on Wednesday?—A. Half past four.

Q. You did open the safe?—A. Yes, sir.

Q. Your vault and Mr. Silcott's vault?—A. I had to open mine in order to get into his. Mr. Leedom did the counting—he counted the money. I simply opened the safe. Then I counted it afterwards. Then we got Mr. Selzer and Colonel Roberts to come in and count it.

Q. And the amount of funds there was how much?—A. Thirty-three thousand four hundred dollars.

Q. What was the total of the two vaults?—A. The amount of funds on Mr. Silcott's side was $33,400. On my side I had about $27,000 in clear cash; that is money, silver, notes.

Q. Then what took place?—A. He counted this money and he took up one of the note packages with a hundred-dollar bill on the back of it. He said, "This looks strange." I frequently get packages of hundred-dollar bills, but when there is a package of one-dollar bills—one-dollar bills with a hundred-dollar bill on the back—I knew something is wrong. So I said, "I will count the money."

Q. A hundred-dollar bill at the back of a package of one-dollar bills was rather extraordinary?—A. The finding of one caused no uneasiness; in fact, when he first opened the safe and I saw a lot of money lying there, I thought I might just lull my suspicions entirely, but after taking up a package and then finding another package the same way, I said I had better count the money.

Mr. BLOUNT. Was the hundred-dollar bill on the top?—A. On the back.

By the CHAIRMAN:

Q. Was it turned bottom up?—A. I did not see as we took the package up.

Q. What can you conceive his motive for doing such a thing?—A. I can not conceive any motive but this: He thought probably the people in the office would know he had drawn this money on Saturday, and that they would expect to see him put some in the safe, and if he could just take these packages and take them in his hand this way, with the hundred-dollar bill out, that any one seeing it would think it was an original package of hundred-dollar bills which would represent $20,000, two such packages, instead of which it was one-dollar bills, representing $200. That is the only theory I can give for his doing so.

By Mr. STEWART:

Q. Did you know at that time he had drawn money on Saturday?—A. Yes, sir; at least I did not know it except that he went down for that purpose.

Q. Did you know he took the certificates and went down to draw the money?—A. Yes, sir; I can say that.

By the CHAIRMAN:

Q. In what part of the safe was it customary to keep these certificates?—A. No special guardianship—just in the safe.

Q. You remember his taking them and going away with them?—A. I knew it was his intention to draw them that day. I do not know I can say I directly knew he made it.

By Mr. BLOUNT:

Q. Did you know it was his intention from anything said to you?—A. Yes, sir; that was his idea.

Q. He told you?—A. Yes, sir; I know that was my impression that he was going to draw it, and he went down ostensibly for that purpose to the Treasury.

By the CHAIRMAN:

Q. Did you see him get the certificates themselves that morning?—A. Yes, sir; he went down in the morning to the Treasury from the Sergeant-at-Arms' office.

Q. Can you infer about the time he left the Sergeant-at-Arms' office with the certificates?—A. I think about half past 9 o'clock.

Q. Do you remember when you next saw him on Saturday?—A. I could not tell the time, but he usually gets back about 12 or half past.

Q. You do not remember his absence?—A. No, sir.

By Mr. BLOUNT:

Q. You remember his coming back?—A. Yes, sir.

Q. But you do not know the exact time?—A. I do not, sir. He gave me some small drafts—I think $252—and I turned around and took them off on my books.

By the CHAIRMAN:

Q Is the cashier's box open during the day?—A. No, sir; it is usually closed.

Q. Closed by the combination?—A. It is closed by the combination, and can be by a time-lock.

Q. You remember his opening that on Saturday morning at 12 o'clock, after his return?—A. I am not quite sure he did; I have a recollection, but this I could not swear to. It seems to me I recollect his putting these two packages—that I saw him hold them just that way, and put them in his part of the safe.

Q. That was probably about noon?—A. About 12 or half past 12, I should say.

Q. You do not remember his coming back?—A. No, sir; nothing particular to impress it on my mind.

By Mr. STEWART:

Q. What is the usual method of carrying this money?—A. In a satchel.

Q. Did he have the satchel?—A. Yes, sir.

Q. Was the satchel kept in the office?—A. Yes, sir.

The CHAIRMAN. In any particular place?—A. No, sir; there were two, one smaller than the other.

Mr. REED. Are they both of them there now?—A. Yes, sir.

The CHAIRMAN: It was on that day he gave you $250?—A. $252 exactly, sir.

Mr. REED. They were drafts from members?—A. Yes, sir, I think so; but we sometimes get them from employés of the House. You can tell by looking at the draft-book, sir.

By the CHAIRMAN:

Q. I want to get at the idea of the whereabouts of Mr. Silcott on that particular day. You stated that about noon he handed you a small amount in drafts; did he give you any directions?—A. No, sir; he did not. He stayed about the House until probably, you might say, 2 or 3 o'clock.

Q. Doing business?—A. Yes, sir; any business necessary; he stayed in the office and went outside in the corridors in his usual way.

Q. Until about 2 or 3 o'clock?—A. It seems to me about that time.

Q. That is all you know of his doing during that time?—A. No, sir; he came to me just before he left the office, which was 2 or 3 o'clock, and said, "I am going to New York." He said the Sergeant-at-Arms—the new Sergeant-at-Arms who had just been nominated had not come—and he said, "I am going to New York and will be back Monday morning, or I may not be back until Monday evening." Some one came in, I think it was Henry Neil, Mr. Carlisle's boy, and said, "I have just heard the new Sergeant-at-Arms has arrived here." I didn't want Mr. Silcott to go to New York under the impression that Mr. Holmes was not in the city, and I rushed to the window on this side and caught him just outside, and I called him to come back. He came back, and I told him Mr. Holmes was in town. He said that didn't make any difference. That is the last I saw of him. I heard he sent a telegram Sunday saying he would be back Sunday night.

By Mr. STEWART:

Q. That was the first knowledge you had of his purpose of going to New York?—A. Yes, sir.

Q. Did he say what he was going for?—A. I do not think he did, sir.

Q. You said something in your statement in regard to his going on money matters.—A. I do not know that he stated it. I can not say whether he told me or I overheard it.

Q. I was going to ask where and how you got the impression he was going there on money matters.—A. I can not tell exactly how. You know there are impressions you get and you do not recollect how you get them. I may have overheard Mr. Leedom and himself talking about it, or he may have told me. I know he said he was going to New York.

Mr. HOLMAN. Was it a common thing for him to go to New York?—A. No, sir. He has been, I suppose, four or five times since I have been in the office; maybe half a dozen.

By Mr. STEWART:

Q. He did not tell you on what business he was going?—A. I can not say.

Q. What do you know about his habits?—A. I know very little about them. I considered him an honest man and a temperate man. I knew that he bet in the races.

The CHAIRMAN. Was he extravagant in his daily habits?—A. No, sir.

Mr. STEWART. Did you know he was in the habit of gambling?—A. I knew he bet on the races.

Mr. REED. Did you know of his relations with this woman?—A. I knew he had been with her, but I did not know, in the common acceptation of the term, that he kept her.

By Mr. STEWART:

Q. How long ago was that?—A. About two years ago.

Q. That was a matter of some notoriety in the office?—A. I knew that he went with this woman, but I did not know that he kept her.

The CHAIRMAN. Do you know that that was generally known in the office?—A. I think so.

Mr. STEWART. And had been going on a couple of years—A. Yes, sir; the first time that I knew that he knew the woman was about two and a half years ago.

By Mr. HEMPHILL.

Q. How did you know about her?—A. That was the first time she came in the office.

Q. Did she come in constantly?—A. No, sir; I think you might say she has been in the office four or five times.

Q. Did she come to get money?—A. No, sir; to see him.

Q. Was he a temperance man?—A. I considered him a temperate man.

Mr. STEWART. Mr. Leedom, of course, knew about this woman business?—A. Yes, sir.

By the CHAIRMAN:

Q. What was Mr. Silcott's salary?—A. $3,000.

Q. Did he engage in any business outside of being cashier to the Sergeant-at-Arms?—A. I think he was a stockholder in a real-estate association, building association, or something of that kind, but he came out of that a year and a half or two years ago. That was in a very small way.

Q. Did he deal in stocks, do you know?—A. Not at all. I do not know of a single transaction.

Mr. HOLMAN (to the chairman). Suppose you ascertain from Mr. Ballentine definitely all that transpired in drawing money or certificates which would cover the pay for the month of November. That covered a period of three or four days, I suppose.

The CHAIRMAN. Before that I want to know, if you will pardon me Mr. Holman, because we are on the point—do you know that Mr. Silcott acted as agent for others in speculating in stocks or anything else?—A. Not that I know of.

Q. Did he receive deposits in the office for that purpose?—A. Not that I know of, sir.

Mr. STEWART. Can you determine or can it be determined by an examination of the books the total amount of discounts in that office?—A. No, sir; because they have been taken out, and that particular book was very illy kept. I do not think you could tell anything about it.

Mr. BLOUNT. Where is that book?—A. It is below, in the office.

Mr. STEWART. You mean there was a book of discounts, a discount book?—A. There was a small book he kept himself.

Q. Who kept it?—A. Mr. Silcott.

Q. I do not now refer to discounts of the bank, but I refer to discounts made in the office.—A. This book will show the notes discounted. What he did with them I do not know; whether he took them to the bank or not.

Q. Were any notes discounted here and held?—A. Yes, sir.

Q. The discounts were put to the credit of the Member on the books of the Sergeant-at-Arms?—A. The proceeds were put to the Member's credit and the discount was taken out and put in the drawer.

Q. He says that the interest deducted on the note did not go in the general cash, but went into Mr. Leedom's pocket. That I understand you said?—A. Yes, sir.

By Mr. BLOUNT:

Q. Did not Mr. Leedom have anything to do with keeping the account, or was that done by Mr. Silcott?—A. Yes, sir.

Q. Mr. Leedom, then, just trusted the whole matter to him?—A. Yes, sir.
Q. And it went to the credit of Mr. Leedom?—A. Yes, sir; I think Mr. Leedom was entitled to it, although Mr. Silcott may have gotten away with some; I do not know.
Mr. REED. Do you know anything about Mr. Silcott's means?—A. No, sir; I did not. I thought he was a man worth $10,000 or $15,000, but I understand since he is not worth that.

By the CHAIRMAN:

Q. He had no real estate?—A. No, sir.
Q. And no stock in the Mutual Benefit Association?—A. No, sir; I think not.
Q. When a note was presented by a member to him, Mr. Silcott did not advance the actual cash to that member, and the member deposited it at that time. There was no money.—A. No, sir; it was not that way.
Mr. STEWART. But against it he drew?—A. Sometimes. Once or twice I cashed a note over the counter and the member paid the discount, but that only happened two or three times in the whole course of business.
The CHAIRMAN. What is the largest sum you ever remember to have been discounted there at one time?—A. I think in the neighborhood of $3,000 or $4,000.
Mr. STEWART. On what time was paper taken ordinarily, one, two, or three months?—A. If a member wanted pay discounted there, say three notes for December pay, January pay, and February pay, he would give notes due on January 4, February 4, and March 4.

By the CHAIRMAN:

Q. And these notes were in the possession of Mr. Silcott?—A. Yes, sir.
Q. And he kept them in his part of the safe?—A. Yes, sir; he had them under his control.
Mr. STEWART. Were there any instances where notes were discounted without reference to the pay one way or the other; for example, I come here and say I want a thousand dollars and give a note?—A. There were several instances, but not very many.
Mr. BLOUNT. That $3,000 or $4,000 case was one of the exceptions?—A. Yes, sir.
Mr. HOLMAN. I want you to describe what transpired during the time that all the vouchers, certificates, and receipts of members were being converted into means in your office for the paying of salaries for the month of November, mentioning each sum of money so paid, if you remember the time.—A. The first list we took up was on Wednesday; we sent a check up there for $36,608.
The CHAIRMAN. Is that exactly divisible by the monthly roll?—A. Yes, sir, and I think there are a few odd cents.

By Mr. HOLMAN:

Q. That was on Wednesday?—A. Yes, sir; on the 27th.
Q. Then the next?—A. Then the next was taken up on Friday, Thursday being Thanksgiving day, some $36,000 on Friday last, and next $60,000 was taken up on Saturday.

By the CHAIRMAN:

Q. In each instance Mr. Silcott drew the money?—A. Yes, sir.
Q. And these three amounts were drawn to cover drafts on the certificates that were in the office for the month of November?—A. It must have been, but I can only account for the money turned over to me.
Q. The money drawn on the 27th and turned over to you?—A. That was $21,608 of the amount.
Q. That was on Wednesday?—A. Yes; we left in his hands $15,000, exactly.
Q. Now, the money drawn on the 29th was——A. He turned that all over to me.
Mr. BLOUNT. What was the amount?—A. I think it was $36,000 and some odd cents, probably 70 cents.
Mr. HOLMAN. Then the amount drawn the next day, Saturday, you say was $60,000?—A. Yes, sir.
The CHAIRMAN. Exactly?—A. No, sir; I do not recollect; probably there were some odd dollars.
Mr. HOLMAN. How did it happen that all the certificates were not all taken up at the same time?—A. It never has been done since I have been in the office.
Mr. STEWART. This money was drawn on Friday on account of Thursday being Thanksgiving day?—A. My recollection is—you can see by looking at the books—that he usually drew the first on the 28th. These are checks on the Metropolitan Bank representing the amount he drew from August the 9th.
The CHAIRMAN. What is that?
Mr. STEWART. Some papers in his hand.
The CHAIRMAN. The bank put these in your hands this morning?—A. Yes, sir.

Mr. STEWART. Here is a check August the 9th, 1889, for $3,000, by C. Silcott, cashier, payable to himself.

The CHAIRMAN. Let me look them over and then we will ask Mr. Ballentine about them.

By Mr. PAYNE:

Q. Have you looked at the list of notes that he took out on the 27th?—A. I have glanced over it.

Q. I understand that some members were accustomed to give notes in anticipation of their salaries?—A. Yes, sir.

Q. I understand also possibly some of these notes may have been genuine notes originally and left here in the office and not discounted and not supposed to mature. Can you tell in regard to that?—A. I could not tell by looking at it, but I do not think that is the case, because I see names here of members who have never discounted notes.

Q. I speak as to some of them?—A. I could not tell any one on that list.

By the CHAIRMAN:

Q. Can you state of any one on that list who have discounted notes in the past?—A. Oh, yes, sir; I can do so.

Q. There are several on the list, Mr. Ballentine?—A. Yes, sir.

Q. Who are accustomed to have notes discounted for one month's pay?—A. Yes, sir.

By Mr. PAYNE:

Q. And these notes were taken up by the Sergeant-at-Arms and held here as vouchers in settlement with the members?—A. When a note was given ——

Mr. STEWART. He has described all that once before while you were absent.

By Mr. HOLMAN:

Q. Do you know on what policy deposits were made in this bank?—A. They were just deposited by Mr. Silcott as cashier.

Q. Did the bank pay any interest?—A. Not that I know of, sir.

By the CHAIRMAN:

Q. Have you examined these checks?—A. Yes, sir.

Q. Are there any of them that you recognize as having been drawn in the performance of the duties of the office?—A. Yes, sir.

Q. Are there some that you recognize as not having been drawn in that way?—A. There are five or six which are not legitimate. I can only select three because they are not for corresponding amounts on the books regularly drawn. Here is one for $3,000. Here is another for $9,560, September 17. Here is another, $5,340, August 19.

Q. He drew this check on the same day?—A. Yes, sir.

Q. Any other?—A. There may be; I can not say without looking at the books.

Q. Does the committee desire to examine the books?

The WITNESS. There is the ledger.

Mr. HOLMAN. You have not explained how you know that the draft of September 17 for nine thousand and odd dollars was not applied to the purposes of the offices?—A. It is not on the books, sir; the books are not credited with that check.

By Mr. PAYNE:

Q. I see here there are discounts credited on this book August 19, 1889, $8,340.—A. I do not know anything about that, sir. This has just been put down this morning. He just seems to have gone to the bank and made discounts at the bank and never made any entry on the books.

Q. Would your books show whether members had left their notes with the Sergeant-at-Arms?—A. That is Mr. Silcott's business and did not pass through my hands at all. He made a slip for the bookkeeper and the bookkeeper took it and it did not pass through my hands at all.

By Mr STEWART:

Q. And this book to which you referred as where Mr. Silcott kept his account; is that book in the office?—A. Yes, sir.

Q. Have you examined it recently?—A. No, sir; I had nothing to do with it.

Q. You can identify the book?—Yes, sir; I have made entries in it of a few notes, but that did not come under my supervision.

(Here the witness left to get the book.)

The CHAIRMAN. Mr. Ballentine is here with the discount book.

The WITNESS. I can tell you now the amount of illegitimate checks, $27,000.

Mr. PAYNE. Checks where he had not charged himself with the money at the office.

By the CHAIRMAN:

Q. Some of these are anterior to these checks?—A. No, sir; I think not.

Q. The package you hold in your hand includes $27,000 of checks that were illegitimately drawn?—A. Yes, sir. Mr. Whelpley has the figures. This only goes back to August 9. I think that is the first check on that list.

Mr. BLOUNT. You mean checks not in this book?—A. Checks on the bank he has not caused to be entered in the office here. He has gone to the bank and made himself these discounts and not entered them in the office.

The CHAIRMAN. Can you tell from the checks you hold in your hand, without verification from the statement Mr. Whelpley has, which of these checks are fraudulent?—A. No, sir; I would have to have the ledger.

Mr. BLOUNT. Is there any other matter we have not interrogated you about of which you may know?—A. No, sir; I do not think of anything just now. I have explained the general working of the office.

By the CHAIRMAN:

Q. The only way in which you can state a given check is not legitimate is to state whether it is entered upon the books or not?—A. Yes, sir.

Q. Mr. Whelpley can do that as well as you.—A. Yes, sir.

STATEMENT OF HON. C. F. CRISP.

The CHAIRMAN. You are on this list furnished by the Metropolitan National Bank as giving a note which was discounted at that bank on August 29, 1889, and which matured December 4, 1889, for $416, which said note was discounted to the credit of C. E. Silcott, cashier. Is this genuine or a forgery?

Mr. CRISP. It is a forgery. I want to say right here, in corroboration of that, and which will perhaps be true about the others, that the Sergeant-at-Arms's books will show that they remitted me my checks all through the summer, as they did you and others.

The CHAIRMAN. This note was made to anticipate the November salary, or this is what it purports to be.

Mr. CRISP. There was no such note. It is a forgery.

STATEMENT OF HON. H. A. HERBERT.

The CHAIRMAN. You are on this list as having made note dated September 6, 1889, due December 4, 1889, for the sum of $416, payable to C. E. Silcott, cashier. Is that a forgery or not?

Mr. HERBERT. I did discount my November pay, which I did in the month of November. After I came here I wanted to secure a house, furnish it, etc., and I discounted my November pay by giving a note to Silcott for $416. That was about two weeks before it became due, as it was then some time in November.

Mr. PAYNE. Was it November the 21st?

Mr. HERBERT. Yes, sir; I think it was November the 21st?

The CHAIRMAN. But this note is dated the 6th of September.

Mr. HERBERT. Some time during the summer I did discount some pay. I do not remember exactly, but I did collect all that was due me either by remittances or by note given up to the time I came here. I came here in November, and I then gave this note November 21. I know I had discounted another note some time during the summer, and expect that was genuine because no one has ever called upon me for pay.

The CHAIRMAN. You must not infer it that way.

Mr. HERRERT. This last one is genuine.

Mr. PAYNE. That was made about the 21st of November?

Mr. HERBERT. Yes, sir.

Mr. PAYNE. Was that the date, as nearly as you can give it?

Mr. HERBERT. Yes, sir.

Mr. PAYNE. You dated it at the time you gave it?

Mr. HERBERT. Yes, sir; I drew some money on that—something like $200. I did not get all of it. I do not know exactly how much it was. I came here to get a house about the 17th of November, and about the 21st I did discount that note, and drew a part of the money; but did not draw all of it.

The CHAIRMAN. I do not think you can infer from the fact that you got your pay, month by month that there was no forgery?

Mr. BLOUNT. Do I understand you to say that you never discounted but two notes?

Mr. HERBERT. I would not say I did not, but I do not think I did. I do not remember discounting but two.

Mr. PAYNE. You never gave but one note for the November pay? For myself I think there will turn out to be two—one for November 21, and one for September 6.

Mr. HERBERT. I did not give but one note for my November pay.

Mr. REED. And that, you say, was in September?

Mr. HERBERT. No, sir; my recollection is he sent me to Alabama somewhere a note, at my request, and I had it discounted. This was for my November pay, which was the only note I discounted that month, and that money is part of it in Canada, I reckon.

STATEMENT OF HON. A. B. MONTGOMERY.

The CHAIRMAN. You are on the list here as having discounted a note dated September 4, 1889, and due December 4, 1889, for $416. The transaction appears to have been made on September 17, at the Metropolitan National Bank, to the credit of C. E. Silcott, cashier; is that note genuine or a forgery?

Mr. MONTGOMERY. I never had any such transaction at all, and never discounted any kind of note with him; I never had any transaction with the office except to go to the window and draw my pay.

STATEMENT OF HON. R. H. M. DAVIDSON.

The CHAIRMAN. You are on this list as having had a note discounted dated September 3, 1889, and maturing December 4, 1889, for $416. Is that genuine or a forgery?

Mr. DAVIDSON. A forgery, sir, unhesitatingly. I can say he discounted notes, but not for the month of November.

The CHAIRMAN. This last summer?

Mr. DAVIDSON. Yes, sir.

Mr. BLOUNT. What is the nearest point of time you had notes discounted?

Mr. DAVIDSON. I can say this much unhesitatingly, that this one for the month of November is a forgery.

The CHAIRMAN. The note due on December 4?

Mr. DAVIDSON. Unhesitatingly this is a forgery. There is not the slightest doubt about that.

STATEMENT OF HON. C. H. MANSUR.

The CHAIRMAN. You are on this list, sir, as giving a note, dated September 2, 1889, due December 4, 1889, for $416, which was discounted to the credit of C. E. Silcott, cashier, at the National Metropolitan Bank, September 17. Is that note genuine?

Mr. MANSUR. It is a forgery. I never made that note to him in my life. I never got any advance from him but once, and that was his mistake and not mine. It came about in this way. I sent an order to pay $90 out of my money, due on the 4th of the next month. I think it was August, or, perhaps, September. He did not take it out of the month, but sent me the full check, and said he would take it out of the next. I want to explain my remark above so as to say I did not ask for any advance.

STATEMENT OF HON. C. L. ANDERSON.

The CHAIRMAN. You are on the list here as having given a note, dated September 3, 1889, and due December 4, 1889, for $416, discounted at the Metropolitan Nationa Bank. Is that genuine?

Mr. ANDERSON. No, sir; I have the check in my pocket for that very note. I never gave him a note for anything, and I will show you, gentlemen, the check if you wish. There is a check for my salary dated September 3, 1889.

STATEMENT OF HON. W. I. HAYES.

The CHAIRMAN. You are on this list as having given a note, dated September 6, and due December 4, 1889, for $416, purported to be discounted at the Metropolitan National Bank September 17, 1889. Is that genuine?

Mr. HAYES. No, sir. I never had any discounts with the institution in any way shape, or manner except to sign the office rolls.

Mr. BLOUNT. Then you never gave that note?

Mr. HAYES. No, sir. I signed when I went away probably nine rolls. Outside of that I have signed nothing.

STATEMENT OF HON. ROBERT BULLOCK.

The CHAIRMAN. You are on this list before me as having made a note dated September 9 and maturing December 4, 1889, for $416, purporting to have been discounted September 17, 1889. Is this genuine or a forgery?

Mr. BULLOCK. It is a forgery.

Mr. BLOUNT. Did you ever make such a note at all?

Mr. BULLOCK. No, sir; not at all.

STATEMENT OF HON. A. C. THOMPSON.

The CHAIRMAN. You are on this list as having made a note dated September 10 and maturing December 4, 1889, for $416, which purported to have been discounted at the Metropolitan National Bank September 17, 1889. Is that note genuine?

Mr. THOMPSON. I never made any such note.

Mr. BLOUNT. Did you ever make any note to Mr. Silcott?

Mr. THOMPSON. In July I did give him a note, I think for $100, but I have given no note since.

The CHAIRMAN. You have never gone to him for this amount at this date?

Mr. THOMPSON. No, sir.

Mr. BLOUNT. The object of the committee in asking these questions is that the committee supposes this to be a forgery.

Mr. THOMPSON. I understand that, sir.

STATEMENT OF HON. W. J. STONE, OF MISSOURI.

The CHAIRMAN. You are on this list as having made a note dated August 29 and maturing December 4 of this year, for $416, discounted at the Metropolitan National Bank September 17, 1889, in favor of C. E. Silcott, cashier. Is this genuine or a forgery?

Mr. STONE. It is a forgery.

TheCHAIRMAN. I see there are two W. J. Stones on this list; the second note dated September 3 and due December 4. Is the one I mentioned, dated August the 29th, a forgery or genuine?

Mr. STONE. I made no such note.

Mr. BLOUNT. You made no such note this year at all?

Mr. STONE. No, sir; not this Congress.

Mr. BLOUNT. You say this Congress. I mean this year—1889.

Mr. STONE. I made no such note.

The CHAIRMAN. You understand one of these notes is dated August 29 and one September 3.

Mr. STONE. I made no such notes.

Mr. BLOUNT. You made no note, then, this year?

Mr. STONE. I remember making a note to the Sergeant-at-Arms, but the note was returned to me, and I paid it at the Sergeant-at-Arms's office. I may state that that was last year.

The CHAIRMAN. Are you sure you canceled that?

Mr. STONE. I am sure the note was returned to me. I will say I am confident I have not made any note since the 4th of last March.

STATEMENT OF HON. A. G. CARUTH.

The CHAIRMAN. You are on this list here as having made a note dated September 5, and maturing December 4, 1889, for $416, discounted at the Metropolitan National Bank September 17, 1889, in favor of C. E. Silcott, cashier.

Mr. CARUTH. I never made any such note, and furthermore, I was not in this country at that time.

Mr. BLOUNT. Have you ever made a note here?

Mr. CARUTH. I never made a note to the Sergeant-at-Arms.

STATEMENT OF HON. H. H. CARLTON.

The CHAIRMAN. You are on this list as having executed a note dated September 3, and due December 4, 1889, for $416, discounted in the National Metropolitan Bank September 17 by C. E. Silcott, cashier. Is that note genuine or a forgery?

Mr. CARLTON. No, sir; it is a forgery. I executed no such note.

The CHAIRMAN. You executed no note of this description this year?

Mr. CARLTON. No, sir. The only instrument I executed here was the usual signing of the certificates.

Mr. BLOUNT. You never made any note at all of this description at any time this year?

Mr. CARLTON. No, sir; none at all this year.

The CHAIRMAN. Did you ever sign such a note; and, if so, on its being returned to you did you destroy it?

Mr. CARLTON. I do not know about that, Mr. Chairman. I borrowed a month's salary in advance last year, and my recollection is the note was returned to me, and I naturally would have destroyed it. I signed none at all this year.

STATEMENT OF HON. E. H. CONGER.

The CHAIRMAN. You are reported on this list as having given a note, dated September 4 and maturing December 4, 1889, for $416, discounted at the Metropolitan National Bank September 17, in favor of C. E. Silcott, cashier. Is that genuine or not?

Mr. CONGER. It is not genuine, sir. I have never given a note.

Mr. BLOUNT. You have never given any note here in your life?

Mr. CONGER. No, sir; never.

STATEMENT OF HON. I. H. GOODNIGHT.

The CHAIRMAN. You are reported on this list as having given a note, dated September 12, 1889, and due December 4, 1889, for $416, discounted at the Metropolitan National Bank September 17, in favor of C. E. Silcott, cashier. Is that genuine or not?

Mr. GOODNIGHT. It is not. I have never given a note in any shape, and I did not know that I could.

STATEMENT OF HON. T. H. PAYNTER.

The CHAIRMAN. You are on this list as having executed a note, dated September 3, 1889, and due December 4, 1889, for $416, discounted at the Metropolitan National Bank September 17, 1889, by C. E. Silcott, cashier. Is that note genuine or a forgery?

Mr. PAYNTER. It is not genuine.

The CHAIRMAN. Have you ever executed a note of that kind to Mr. Silcott?

Mr. PAYNTER. I did that in the spring, and I think it matured the 4th of September. That is my recollection of it. I gave no such note as this one here.

Mr. STEWART. You took up the other note?

Mr. PAYNTER. Yes, sir; I have the note in my safe.

STATEMENT OF HON. C. P. WICKHAM.

The CHAIRMAN. You are on this list as having made a note dated September 3, 1889, and due December 4, 1889, for $416, discounted at the National Metropolitan Bank September 17, 1889, by C. E. Silcott, cashier. Is that genuine?

Mr. WICKHAM. No, sir.

The CHAIRMAN. Have you ever executed such a note?

Mr. WICKHAM. I have never executed any note at any time.

STATEMENT OF HON. FRANK LAWLER.

The CHAIRMAN. You are on this list here as having made a note dated September 7, 1889, and maturing December 4, 1889, for $416, and discounted on the 17th of September, 1889, in the Metropolitan National Bank by C. E. Silcott, cashier. Is that a genuine note?

Mr. LAWLER. I gave a note——

The CHAIRMAN. For which month's pay?

Mr. LAWLER. I think in September.

The CHAIRMAN. You see it is dated in September. Were you here in September?

Mr. LAWLER. No; I sent it on. I would state, with your leave, that I think, commencing August or September and following, that I wanted Silcott to sell my month's pay and send me check for same, and I would then give a note payable when it was due, the 3d or 4th of the following month.

The CHAIRMAN. But here it is dated September 7th and due December 4th.

Mr. LAWLER. I could not have done that.

The CHAIRMAN. Can you remember?

Mr. LAWLER. I would never ask him to advance until about the middle of the month, because he had objected to do it before, and I would hold back until the very last day; sometimes it would be the 15th or 20th of the month. The notes would show that.

Mr. BLOUNT. Then the notes never ran over two or three weeks?

Mr. LAWLER. Here, for instance, would be this month's pay for December. About the 15th or 16th I would write him to sell this month's pay to be due on the 3d or 4th of the following month, and he had it discounted.

The CHAIRMAN. What money did you get for it?

Mr. LAWLER. He would send me the difference between what the amount was and what he sold it for.

The CHAIRMAN. Did he send a check?

Mr. LAWLER. Yes; generally a check on a New York bank.

Mr. STEWART. How many of these notes did you give?

Mr. LAWLER. I do not know; every month, I guess.

Mr. STEWART (looking over discount book). There is no note in September in this book.

Mr. LAWLER. I have been paid all my salary except for November.

Mr. HOLMAN. Did you have a note dated covering your salary for November?

Mr. LAWLER. No, sir; I did not; and I will say why I did not. I knew when I got here I could draw it, and I raised $400 by going to the bank and borrowing it, knowing I could get this when I got here.

Mr. PAYNE. Can you answer positively this question: Here is a note dated September 7, 1889, due December 4, 1889. Did you ever execute such a paper?

Mr. LAWLER. Oh, no, sir.

Mr. PAYNE. You are positive about that?

Mr. LAWLER. I am sure. It is just the month of November's salary that is due me.

STATEMENT OF HON. W. H. WADE.

The CHAIRMAN. You are on the list here as having executed a note, dated August 29, 1889, and maturing December 4, 1889, for $416, discounted at the National Metropolitan Bank September 17, 1889, by C. E. Silcott, cashier. Is that genuine?

Mr. WADE. I never executed any such note. When was it done?

The CHAIRMAN. It was done September 17, and it bore the date of August 29, and would come due on December 4.

Mr. WADE. I never gave anybody a note in the city of Washington. In fact I do not have to give anybody notes.

STATEMENT OF HON. M. M. BOOTHMAN.

The CHAIRMAN. You are on this list as having given a note, dated August 30, 1889, maturing December 4, 1889, for $416, which was discounted September 17, 1889, at the National Metropolitan Bank by C. E. Silcott, cashier. Is that genuine?

Mr. BOOTHMAN. No, sir; I never gave any such note.

STATEMENT OF HON. J. A. BUCHANAN.

The CHAIRMAN. You are on this list as having made a note dated September 10, 1889, and maturing December 4, 1889, for $416, discounted in the National Metropolitan Bank of Washington on September 17, 1889, by C. E. Silcott, cashier. Is that genuine?

Mr. BUCHANAN. No, sir; I made no such note. I made no note, but I signed nine receipts. That is all I signed.

STATEMENT OF HON. W. H. CRAIN.

The CHAIRMAN. You are on this list as having executed a note dated September 4 and maturing December 4, of this year, for $416, and discounted in the National Metropolitan Bank of this city on September 17, 1889, by C. E. Silcott, cashier. Is that note genuine?

Mr. CRAIN. No, sir.

The CHAIRMAN. Have you executed any note of that kind this year for any month?

Mr. CRAIN. Yes; when I left here I did. I gave him several.

Mr. BLOUNT. Certificates or notes?

Mr. CRAIN. Notes.

The CHAIRMAN. Were they taken up?

Mr. CRAIN. I assume so; I do not know.

Mr. HEMPHILL. Did you give one dated that date at that time?

Mr. CRAIN. Oh, no.

Notes discounted to the credit of C. E. Silcott, cashier in the National Metropolitan Bank September 17, 1887.

	Dated.	Maturity.	Amount.
	1889.	1889.	
W. H. Wade (F)	Aug. 29	Dec. 4	$416
C. F. Crisp (F)	do	do	416
W. J. Stone, of Missouri, (F)	do	do	416
W. H. Gest (F)	Aug. 30	do	416
M. M. Boothman (F)	do	do	416
C. H. Munsen (F)	Sept. 2	do	416
John A. Anderson (F)	do	do	416
L. W. Moore	Sept. 3	do	416
C. P. Wickham (F)	do	do	416
J. E. Washington (F)	do	do	416
W. J. Stone, of Missouri (F)	do	do	416
H. H. Carlton (F)	do	do	416
T. H. Paynter (F)	do	do	416
C. L. Anderson (F)	do	do	416
H. G. Ewart	do	do	416
L. W. Turpin	do	do	416
R. H. M. Davidson (F)	do	do	416
A. B. Montgomery (F)	Sept 4	do	416
C. B. Kilgore	do	do	416
E. H. Conger (F)	do	do	416
J. H. Brower (f)	do	do	416
W. H. Crain (F)	do	do	416
A. G. Caruth (F)	Sept. 5	do	416
J. D. Richardson	do	do	416
W. J. Hayes (F)	Sept. 6	do	416
H. A. Herbert (F)	do	do	416
F. Lawler (F)	Sept. 7	do	416
H. P. Cheatham	do	do	416
R. A. Pierce (F)	Sept. 8	do	416
T. W. Grimes	Sept. 9	do	416
R. Bullock (F)	do	do	416
J. H. Gear (F)	do	do	416
J. A. Buchanan (F)	Sept. 10	do	416
A. C. Thompson (F)	do	do	416
J. H. Goodnight (F)	Sept. 12	do	416
			14, 560

Paid by C. E. Silcott in person in cash November 27, 1889.

TESTIMONY OF J. D. SELZER.

J. D. SELZER sworn and examined:

By the CHAIRMAN:

Q. Have you given your full name to the stenographer?—A. Yes, sir.
Q. You are book-keeper in the Sergeant-at-Arms's office?—A. Yes, sir.
Q. How long have you had that position?—A. Since the 1st of January, 1884.
Q. Have you had any assistant book-keeper there?—A. No, sir.
Q. You have had entire charge of the books?—A. Yes, sir.

Q. What are the books kept there?—A. I keep the journal and the ledger.
Q. These are all the books you keep?—A. Yes, sir.
Q. Take the journal first and describe it.—A. The journal keeps the daily transactions of the office; the moneys received and paid out on members' checks.
Q. Is that a heavy book?—A. Yes, sir.
Q. Can you bring a volume of it up here?—A. Yes, sir.
Q. The ledger is the other principal volume?—A. Yes, sir.
Q. Can you bring a volume of it here?—A. Yes, sir. Do you want volume 50 or 51?
Q. Fifty-one. How far back does that go?—A. To March last, commencing with the Fifty-first Congress. You want the journal and the ledger both?
Q. Yes. The paying teller has a book of his own?—A. Yes, sir. Mr. Silcott has what is called a certificate register. The names of the members of Congress are put on that book alphabetically, and from that book I give credit to members of their salaries.
Q. Is that a bulky volume?—A. No, sir.
Q. Bring that along, too.
(Here the witness went for the books and returned in a few moments.)
Q. This here is your journal. The last day shown on this journal is December 4?—A. Yes, sir.
Q. December the 4th. It shows a single column—that is, a single series of transactions. What are they; credits or debits?—A. They are debits on that side.
Q. I see.—A. The debits are on this side. These are checks given by members of Congress, and here are the credits.
Q. And the credits are what?—A. That is a deposit.
Q. Three hundred and fifty-seven dollars?—A. Yes, sir.
Q. Here is a deposit on Mr. Leedom's; what does that mean?—A. He frequently put money in the bank.
Q. That is all you know of the transaction—simply a deposit by Mr. Leedom?—A. Yes, sir.
Q. What does that mean [referring to something else]?—A. The Clerk's check and cash.
Q. I understand; the Clerk of the House?—A. Yes, sir.
Q. That means cash?—A. Yes, sir.
Q. And that you keep from day to day?—A. Yes, sir; except when I was away during the recess, and then Mr. Ballentine kept it, and sometimes Mr. Silcott; this is Mr. Silcott's entry.
Q. October the 21st shows Mr. Silcott's handwriting?—A. Yes, sir; that is Mr. Ballentine's.
Q. September the 14th, Mr. Ballentine; September the 19th, Mr. Ballentine?—A. Yes, sir.
Q. Whose handwriting is that?—A. Mr. Ballentine's.
Q. Have you found where Mr. Silcott's handwriting begins?—A. I left for home on the 11th of April last and Mr. Silcott was running the office then, and he commenced on the 12th to write up the book, and that continued until May the 13th, 1889; then Mr. Ballentine came back and assumed the duties of the office and kept the books then through the entire summer, except, perhaps, when he was away, out of the city. Here is Mr. Silcott's handwriting again.
Q. What date?—A. May the 20th. Then, again, June the 5th, 6th, and 7th, and then Mr. Ballentine commences again on June the 11th. Here it is again on October the 4th, and then on October the 11th Mr. Ballantine commences again. Then he continued until October the 21st; then Mr. Silcott made the entries. There is Mr. Silcott again November the 16th, November the 21st and 25th. The next handwriting is mine.
Q. Now, you take a recent page, and I want you to tell us how a transaction which occurred in your office is got on the books. Take either side of the account you please. Take payments. What do you know about payments?—A. Payments made at the office?
Q. Yes, sir.—A. You mean money deposited?
Q. No, sir; I mean checks.—A. I know nothing except what checks Mr. Ballentine, the teller, hands me in the evening at the close of business.
Q. And these checks are all entered on this book first?—A. Yes, sir; they are entered on this book and I add them, and Mr. Ballentine adds them up, and we compare the two.
Q. Now for deposits?—A. I know no more about them than about checks, except Mr. Ballentine hands me a credit check, as we call it at the office, what amount and the name of the member who makes the deposit.
Q. In short, at the close of the day he handed you a memorandum of the source from which they were derived?—A. Yes, sir.
Q. And that went all through?—A. Yes, sir.

Q. You will look at November the 16th, 1889. What do you understand that to be—"J. A. Anderson"?—A. That was given to the Metropolitan Club—$75.

Q. How often do you balance that?—A. Every day; during the recess, however, we kept the business of the office for two or three days. I have been here when there was only one check paid that day. Of course it would not do to make an entry for one check, and we would let the checks accumulate two or three days, as you see here, and then we entered them under November the 8th. The last entry, November the 8th, three days' work.

Q. Take that.—A. We bring forward the balance, $6,589.53, money paid out that day.

Q. Then you have some deposits on that day?—A. No, sir; we had no deposits This balance is carried forward, however, from the previous page.

Q. I see. Well, now?—A. From the money paid in we deduct the money paid out and the bank deposit of $674.34, giving us this total here.

Q. That means the Metropolitan National Bank?—A. Yes, sir.

Q. I see there are two deposits made of $417.—A. No, sir; this is money paid out.

Q. Well, that is the journal which you balanced every day?—A. Yes, sir. In addition to that I have the balance-sheet.

Mr. BLOUNT. Where is that?

Mr. HOLMAN. That is merely a summary of this.

Mr. BLOUNT. Suppose we see it.

The WITNESS. It is a summary of these transactions. Now, understand, you had a balance in to-day on that balance-sheet, and during the day you have checked out money and put in money at the same time, and the next morning you want to know in regard to your account. That balance-sheet shows exactly the state of your account.

Mr. HOLMAN. Let us see the last balance-sheet.

The WITNESS. All right, sir; I will bring up several.

(The witness went for the balance-sheet, and returning, said:)

Here is the last balance-sheet I made. This shows the actual state of each member's account. This is the last one to date. Now I will explain to you how I got at this result. This is the sheet of Monday, November the 25th, from the last sheet made by Mr. Ballentine. That is his hand-writing. Now, these figures here on the right are for salaries for the month of November and these figures here (illustrating on the balance-sheet) are for money checked out during the day. This is No. 29. I will show you No. 30.

By Mr. HOLMAN:

Q. I see in some instances there are $200 credited.—A. Yes, sir.

Q. How did it happen?—A. He took out money.

Q. This was for October?—A. Yes, sir. Now here is the November salary. This is No. 30. This shows the next day the amount that each member was entitled to draw.

By the CHAIRMAN:

Q. You balanced ordinarily every day. Of course you do not appeal to the cashier to know what the balance ought to be. You were not aware the cash was counted up?—A. Not to my knowledge.

Q. This balance on your books includes the balance in bank?—A. Yes, sir.

Q. Does the total balance of the Sergeant-at-Arms include money in his vault, or would it include also money which ought to be in the bank?—A. Yes, sir.

Q. Since you have been there, do you know of any occasion in which any officer of the institution has ascertained whether that balance was represented by cash?—A. No, sir.

Q. You balance your book, however, every day or two?—A. Yes, sir.

Q. How often did you post it in your ledger?—A. Every day.

Q. What book is this?—A. The ledger.

Q. Where is the index?—A. The list of the members is kept alphabetically, the same as on the balance-sheet.

Q. Have you got any other accounts than individual accounts of members?—A. That is all.

Q. Mr. Leedom appears here?—A. Yes, sir; he was an officer of the House, also the Clerk and Postmaster.

Q. These were the three officers of the House on your books?—A. Yes, sir.

Q. In posting your ledger, did you post the individual accounts?—A. Yes, sir.

Q. How often did you balance the accounts?—A. Every night on the balance-sheet.

Q. And the individual accounts you balanced?—A. Yes, sir.

Q. When you gave your statement you returned the check?—A. Yes, sir.

Q. Was any inaccuracy ever discovered?—A. I have never rendered a statement to a member yet, and that member after examining the statement and vouchers I gave him came back and said there was a mistake.

Q. How long did you say you had been in the office?—A. Six years.

Q. Did you come with Mr. Silcott?—A. We came at the same time, but we did not assume our duties at the same time. I think he assumed his duties a few days before I came.

Q. From your business as book-keeper and your daily presence in the office, can you tell just how the business was transacted there? I mean in reference to the handling, receipting, and payment of cash?—A. In what sense, Mr. Adams?

Q. I am asking you now, Mr. Selzer, what you know in regard to the business of paying cash and receiving deposits, and if in regard to that Mr. Silcott was accurate?—A. Yes, sir; I will say he was very accurate in paying out and also in taking it in.

Q. When did you first believe that there might be something wrong?—A. I never believed it until Wednesday morning last.

Q. Wednesday morning of this week?—A. Yes, sir. I had no suspicion of anything being wrong with Mr. Silcott. He advanced to me two cogent reasons why he was going to New York.

Q. When was that?—A. On Saturday.

Q. He did?—A. No, sir; Mr. Leedom said Mr. Silcott had an offer of a good position in New York, and I supposed he had gone to New York to secure that position, and, in addition, to collect some money in New York.

Q. This information you got from Mr. Leedom?—A. Yes, sir.

Q. That one of the reasons why he went to New York was he had an offer of a position there?—A. Yes, sir; I took it so because he had not come back. I supposed he was trying to make an arrangement with the firm, whoever they might be.

Q. State what Mr. Leedom said to you.—A. He said Mr. Silcott had a good position offered him in New York.

Q. When did he say that to you?—A. The day I came back.

Mr. STEWART. When was that?—A. Friday afternoon. He might have told me Saturday morning; I will not be positive.

By Mr. PAYNE:

Q. It was before he went to New York?—A. Yes, sir.

Q. What else did he tell you?—A. That is all he said at the time. I learned afterwards from Mr. Leedom that he had gone to New York to make some collections.

Q. Did he say what?—A. He did not say what. He did not state the amount to me and I did not know of course.

Q. Did he say for what purpose?—A. He did not say whether it was for himself, for the office, or anybody. That being the case, my suspicions were not aroused until Wednesday morning. When he did not appear on Monday night I did not feel uneasy on Tuesday morning. On Tuesday night I certainly thought he had returned. On Wednesday morning his son came in the office, and I asked him if his father had gotten back. He said, "No, he had not," which left an impression on my mind for the first time, or rather a presentiment, that there might be something wrong, and I stepped up to Mr. Ballentine and whispered that I thought there might be something wrong with Mr. Silcott.

Q. What did you fear?—A. I feared he might have run away with some money.

Q. Did you infer anything from the manner of his son?—A. No, sir; not at all.

Q. How old is his son?—A. Twenty-three years old.

Q. Where is he employed?—A. In the House document-room.

Q. Does he reside with his family?—A. That I do not know.

Q. Is that the son that is married?—A. Yes, sir.

By the CHAIRMAN:

Q. What day was that?—A. That was on Wednesday.

Q. What happened next to create any impression on your mind in regard to the matter?—A. Nothing happened any more than that. I went to dinner and left Mr. Ballentine at the office. I came back a little after 4 o'clock. In the meantime the safe was opened, and the compartment belonging to Mr. Silcott was opened. When I came in I saw Mr. Ballentine, Mr. Leedom, and Mr. Roberts, our bank messenger, in the room behind the railing, and the safe was open and they looked kinder dejected. So I got the impression that something was wrong. I came in, took off my hat and coat, and hung them on the rack. Mr. Leedom said, "Come in and shut the outer door." I shut the door and came back. There was nobody in the office except those I mentioned. Mr. Leedom said that Mr. Silcott was $50,000 short. That was the amount we supposed it to be at that time. If a clap of thunder had struck in the room then I could not have been more surprised. It struck me dumb and speechless. I could not speak for a few minutes I was so surprised. Then, of course, he wanted me to make off a balance-sheet so as to know exactly how he stood. I stated that I could not do the work then. I was trembling all over and I could not make a figure or anything. I waited a little while and got a little lunch in the meantime,

and then I came back and made off a balance-sheet. I worked at that balance-sheet until 12 o'clock. That is how we found out the actual shortage.

Q. That is, by counting the money over and assuming the money in the bank was all there?—A. Yes, sir; my books showed a balance of nineteen thousand and some odd dollars in the bank, but there was not that amount there, as I learned afterwards from the bank. We found there was a discrepancy between the two accounts.

Q. On what part of your books do you show what you have on deposit in the bank for the credit of individual accounts?—A. We keep an account with the bank.

Q. Then you keep not only an individual account with each member and an individual account with Mr. Leedom, but you keep a bank account with the Metropolitan National Bank. Do you keep any other general account?—A. No, sir.

By Mr. STEWART:

Q. How much is he short in the bank account separate from the other?—A. The balance here is $19,902.36 and the bank reports $16,000.

Q. About $3,000?—A. Yes, sir; $3,240, I think.

Q. Which means he is short that much on the deposit account and all the rest of the shortage is on salary account?—A. It may mean this. He may have drawn a check against that account without reporting to me.

Q. It has been stated here that the deposits in the bank were not on salary account; that all money due members coming from the Treasury of the United States came into the office; it is there disbursed, and the only bank account at the Metropolitan National Bank was on account of checks received or drafts deposited by members for collection. Is that so?—A. Yes, sir.

Q. All the shortage in his account except that $3,000 is on account of salary fund?—A. Salary fund; yes, sir.

By Mr. HEMPHILL:

Q. And deposits made by members?—A. Yes, sir; to a certain extent.

Q. Is there any way of ascertaining the precise amount deposited by members in that office, because the question may come up? If the funds there in the office are only the result of coming from the salary fund and deposit fund, there may be some classification of right.—A. We can easily determine how much money was deposited outside of the salary of a member.

Q. There is a conflict of interests in this.—A. We could not tell whether a check against an account was for money outside his salary or on his salary.

By Mr. PAYNE:

Q. Can you tell what amount of this bank credit arises from discounts of members as appears on your ledger there?—A. I could not, without figuring it up.

Q. You could figure it up and give it to us at a later day?—A. Yes, sir.

Q. Please do that for us. It appears on the 17th, and more particularly on the 20th of September, Mr. Silcott got $8,000 or $9,000 of genuine notes of members discounted at the bank, which were credited on the bank-book and went into this account. I want to find out what else since then went into it.—A. That would not show.

Q. Not anywhere?—A. No, sir.

Q. We will have to go to the books after that?—A. My books are simply official record of transactions taking place between members and the office. I had reference to this discount book which I figured up.

Mr. STEWART. Were these discounts made out of the office funds?—A. As far as I know. This discount book shows $1,869.50 of discounts.

By Mr. PAYNE:

Q. Since what day?—A. Since September 4, 1888.

Q. So up to the present time from September 4, 1888, there was received from members for discounting all notes $1,869.50?—A. Yes, sir.

Q. So that $1,869.50 was taken out of the general fund and put in an envelope?—A. I could not say in regard to that.

Mr. STEWART. Did you have anything to do with making entries in that book?—A. No, sir; that appeared in this way——

Mr. PAYNE. Let us see how they do appear.—A. When a member gives a note it appears in this way; Here is $411. He is credited $411, and afterwards when the note came due he is charged up there with $416 or $417, the full amount.

Mr. STEWART. That only shows what the discount was; it does not show what became of it.—A. I do not know in regard to what became of the money paid, whether it went into Silcott's pockets, Leedom's pockets, or what.

By the CHAIRMAN:

Q. You mean the entry of $411 appears on the books?—A. Yes, sir; that is the amount of the salary less the discount.

Q. For how long a time is that discount?—A. It does not show here.

Q. What was the regular discount?—A. About $3.50 a month.

Q. What was the rate of discount?—A. The lowest rate of the office was $3.50 per month for $416 or $417. In a great many cases it was a great accommodation to members.

Q, Referring to your account with the Metropolitan National Bank, as it appears on your ledger, how often did you balance that account on the books?—A. The last time I balanced the account with that bank was when I made the transfer from the 50th Congress to the 51st.

Q. I mean how often was it your custom to strike a balance to show how your books compared with the balance in the bank; not every day?—A. No, sir.

Q. Not every week?—A. No, sir.

Q. Not every month?—A. No, sir.

Q. How often did you get a statement from the bank?—A. I never got a statement except when I went and got it myself. Mr. Silcott would not ask for a statement, but when I made the transfer of the books from the 50th to the 51st Congress I wanted to be certain whether the amount showing on my ledger and my balance-sheet as being in the bank was correct. I went to that bank and asked them to give me the balance due, and found that it agreed. That was the last time.

Q. When was that?—A. That was on April 2, last.

Q. And you have never ascertained such agreement since?—A. No, sir; I went away two weeks after that time, and I did not get back until last Friday.

Q. Whenever the pass-book came back with checks showing settlement, did not you balance that?—A. The pass-book was not under my charge.

Q. Who had that?—A. Mr. Silcott. I will explain that to you. The way I got these transactions on my book was by Mr. Silcott's making a slip to me, National Metropolitan Bank, check $5,000 or $3,000 or whatever the amount might be. He put that in a little box Mr. Ballantine has with other checks. That was a credit to the bank, and a deposit was debited to the bank. He would make a similar slip when he deposited any money. That is all I know about the money that went in and out of the bank. I had no control over Mr. Silcott's actions or books. I took what he gave me. He might have checked out $10,000 and given me a slip for $3,000. There is no check on him on my part or Mr. Ballentine.

Mr. STEWART. You attended to the duty of keeping the books and nothing else, and made such entries as he directed?—A. Yes, sir.

By the CHAIRMAN:

Q. You found him in the office when you first came there and took your instructions from him?—A. Yes, sir.

Q. You have been a book-keeper before?—A. Yes, sir.

Q. Was it your habit as a book-keeper to see that your books were made to show a correspondence with the cash on hand?—A. Yes, sir; I have always prided myself on that.

Q. Where were you book-keeper?—A. In the State treasury in Ohio.

Q. Where you have been a book-keeper you have been in the habit of ascertaining whether your books fairly represented the state of the cash?—A. Yes, sir.

Q. Since you came here have you not suggested to Mr. Silcott that would be a good thing to do?—A. I did not. I was subordinate, and he might have said that I was trying to interfere with his business. I thought that many a time he was rather slovenly in keeping books and transacting the business of the books, but in counting out money, or anything else like that, I thought he was a very excellent man.

Q. What other business transactions did he have?—A. You mean outside the office? That I do not know. I am only speaking of him in connection with the business at the office.

Mr. PAYNE. Have you any information?—A. No, sir; I never knew Mr. Silcott until I came here.

Q. Well, since then?—A. No.

The CHAIRMAN. What was his reputation as a sportsman?—A. Well, he was a great base-ball man and horse-racing man. He had another man, named Kalbfus, and other boys would come in the office many a time and talk about base-ball when I had a great many things to do that day. They used to chide me for not taking stock in base-ball, and said I wasn't any account because I didn't take any stock in base-ball. They bet there, sometimes.

Mr. BLOUNT. How much?—A. Nothing of a large amount, $5, $10, or $20.

Mr. STEWART. Did he frequent race-courses?—A. I do not know, but his reputation was that he did.

Q. Did he say so?—A. I heard him say so.

Mr. BLOUNT. Outside the city?—A. Out here at Ivy City. If he had been at any others I would not know. The office closed at 4 or 5 o'clock and when there was no session of the House they closed at 4 o'clock. Sometimes I had a great many entries to make and it would take me until half past 6 or 7 o'clock. Judge Holman has seen

me working often on Sunday and he asked me if it was necessary for me to work on Sunday. I have always taken pride in keeping up my work from day to day and showing a clean sheet on Monday morning, so that I was generally last at the Capitol and the first in the morning.

By Mr. HOLMAN:

Q. What is customary in public offices as to balancing the accounts by ascertaining the amount of cash and how well they compare with the books? What is the general custom?—A. You mean how often does a business-like institution balance the cash.

Q. You had an experience as a book-keeper in the Ohio treasury before you became book-keeper here?—A. Yes, sir. The custom there was: I struck a balance every night, and the auditor and treasurer had to compare books every Saturday. They sent a statement showing so much money, and we found so much money on hand. I would have to send my statement over. They would return by my books, and if there was found any discrepancy we had to find it. That was done every Saturday, so that we knew just exactly every Saturday how we stood.

Q. Did you know by that comparement?—A. As far as I had anything to do with it I did; but the treasurer was my chief, and he was ahead of me. Then, in addition to that, we had to make a full statement to the auditor at the end of every month as to the state of the treasury finances. Then the auditor would send in his list on the last day of the month, or sometimes the first day of the month, and by two clerks all the money was counted. I call that a good system.

Q. Did you ever act in a similar capacity where you had experience of this kind?—A. Only in private business, of course. That was my only experience at public business.

Mr. PAYNE. Did you ever know of a place before where they did not count the cash once in six years?—A. Not in my knowledge and experience.

By the CHAIRMAN:

Q. You said you went to the bank to get a balance to see whether the balance was correct or not?—A. Yes, sir; I wanted to know whether my books were correct.

Q. Did not you want to know if the other books were correct?—A. That I could ascertain by checks I have on the balance-sheet.

Q. How could you do that without counting the cash?—A. That bank shows a balance on a certain day.

Q. Let me ask you whether on any occasion you sent to the bank to ascertain from the bank that their balance was not as shown on your books?—A. It has always corresponded whenever I have ascertained.

Mr. PAYNE. How lately did you inquire?—A. The 2d of April last. I was going to say on this day it shows a balance of $49,097 on my books. This is the money that is supposed to be in the Treasury between Mr. Ballentine and Mr. Silcott. Whether that amount is there or not I have not the means of knowing at all.

Mr. BLOUNT. You mean in the safe instead of the Treasury?—Yes, sir; I mean the safe.

By the CHAIRMAN:

Q. Do you remember my asking you a day or two ago what was the period when the total balance of the office was the least, and you said about the first of April?—A. Yes, sir.

Q. Can you ascertain on that date what balance was in the bank here?—A. Yes, sir.

Q. As found on that day the balance was about $17,000, I think, and it is about April the 3d.—A. That is on the ledger of the Fiftieth Congress, and I have not got that here [examining books]; the balance forwarded the Fiftieth Congress April 2d, $17,054.11.

Q. Was not the same date you took your balance in the bank shown by your books?—A. Yes, sir.

Q. What was the balance in the bank on that date?—A. My balance was $19,185.48 in the bank.

Q. How could that be? I understand that $17,000 was the entire balance on hand in the office.—A. No, sir; that is outside of the deposit money.

Q. I understand, outside of the deposit. I understand you keep a journal and a ledger and your ledger consists of a certain number of individual accounts, one account of which is this bank. I should suppose the balance on hand as shown by your book would be the sum resultant and would balance this individual balance.—A. It would seem so but it is not.

By Mr. STEWART:

Q. Do you know anything about the woman?—A. No sir, I do not. I did not know he had a woman.

Q. Was it known in the office?—A. Not by me. He would never have told me

anything of that kind. He told Mr. Ballentine he had a woman, but I do not think he would tell me anything of that kind. Of course he would not have told me anything for fear I should tell Mr. Hill, and he would tell his wife, and his wife would tell Mrs. Silcott.

By the CHAIRMAN:

Q. (Picking up book.) Explain to us that book. Who makes these entries?—A. Mr. Silcott.

Q. In his own handwriting?—A. Sometimes I made them for him.

Q. Do you know at what dates?—A. Yes, sir. Now, this is March 28, 1889. These are the salaries, certificates of members sent to the Treasury and the money collected on them. He makes a little slip to me giving me the gross amount only.

Q. He does not give the names of the members?—A. No; they are in this book here. That slip he makes giving me the gross amount. That is his notice to me to look on the register and post the ledger from this book. That is the way, and that is what this book is for, to find the names.

Mr. PAYNE. How about this last page, November 30, Saturday. When did you enter this, what time, from your recollection?—A. I think it was Saturday.

Q. Do you remember what time of day?—A. I think it was during the day.

Q. Did you see him Saturday with certificates?—A. Yes, sir.

Q. When was it?—A. It was Saturday morning. In regard to that last page, $60,000, I am glad you referred to that because the messenger, Mr. Roberts, has been in the habit of going to the Treasury with the certificates, the certificates were made out by Mr. Silcott, and bringing back the money. Mr. Roberts had been home during the vacation and did not come back until Friday night. I came by the Pittsburgh division and he by a longer route, and that will explain why he did not get back until Friday night.

Q. So he was at the office Saturday morning?—A. I met Mr. Roberts Friday night on the Avenue. Mr. Silcott went to the Treasury on the day before, on the 29th, and also on the 27th. I was not here on the 27th. I said to Mr. Silcott when he had these certificates in his satchel and was going to the Treasury, "You need not go as Colonel Roberts is here and he will go for you," and he said he would go himself.

Q. That was about when?—A. About 9 o'clock.

Q. In the office?—A. Yes, sir.

Q. When did you see him again?—A. During the day.

Q. Did he bring back anything?—A. I could not say.

Q. Did you see him when he came back?—A. That I can not remember.

Q. You do remember he had the grip when he started?—A. Yes, sir. He may have had it in the office when he came back; I could not say.

Q. When was the last you saw him in the office?—A. I think along towards closing time, 4 or 5 o'clock, I would not be positive; but I know it was sometime in the afternoon.

Q. The grip-sack is in the office now?—A. Yes; I looked at it last night, thinking probably he might have left a bundle of $5,000 or $10,000. There are two there, a big and a little one.

Q. Which did he take?—A. That I can not say.

Q. It seems from this book he turned in $250.—A. I think that was on account of some drafts Mr. Ballentine told him about. If that had been in cash he would have kept that, too.

TESTIMONY OF J. W. WHELPLEY.

J. W. WHELPLEY recalled and examined.

The CHAIRMAN. Gentlemen, Mr. Whelpley is here and has been examining the books and has a statement of the result of his investigation. I think he had better give it now, and then I would like Mr. Whelpley's advice to the committee as to what further investigation of the books is desired.

The WITNESS. I have taken the balance-sheet furnished by the Sergeant-at-Arms of the balance on the ledger. It was impossible for me to go over the ledger and ascertain if the balance was correct. I find the total liabilities, the total amount due members and officers, to be $158,271.04. And against that there is overdrawn $4,153.61 due from members; leaving the total liabilities, according to the balance-sheet, of $154,117.43. The assets found in the safe consist of $60,705.54 in cash; received from the Metropolitan National Bank $16,657.34; making a total of $77,361.88 of quick assets. In addition to that would be some clerks' and pension checks, amounting to $1,449.60, a number of Treasury checks, which Mr. Ballentine sent up to the Treasury and paid for, but for which he has received no returns, has not gotten the members' checks, of $2,010. Then Mr. Leedom has a check of $300, which is for an advance for

some funeral, and check for $1 given against money paid out for car tickets. Then there is Mr. Leedom's check for $1,000, on which is indorsed a receipt for $150, making Mr. Leedom's check $850, attached to which as collateral was a bond for $1,000 of the Trenton Watch Company; making a total of $81,972.48. Then there is $1,435.99 deposited by members for collection with the Sergeant-at-Arms. Part of this members have received credit for and counted by Mr. Ballentine as cash. There are others which Mr. Ballentine has not given credit for.

Mr. PAYNE. Can you state what amount they have been credited with?—A. No, I do not think I could; I do not know that I can get that. Assuming these collections should amount to $1,435.99, the total of assets would be $83,408.47, against a liability of $154,117.43; making a total of $70,708.96.

By the CHAIRMAN:

Q. A part of the assets are collections amounting to some $1,400?—A. Yes, sir.

Q. Suppose you did not regard these as assets. The liabilities are reduced by that amount and the assets of an equal amout.

Mr. PAYNE. That would depend upon whether it is credited to members or not.

The CHAIRMAN. I refer to those deposited for collection and checks not forwarded for collection. A. This is part of the cash and the money was so paid. Suppose, Mr. Payne, you came in and gave a check on your home bank for a certain amount. This is simply cash paid in. It then goes for collection in the Metropolitan National Bank, and he draws his check against it. Where Mr. Payne hands his check on his home bank to the cashier and receives credit on account, of course that goes in to swell this $158,000 of credits.

By Mr. PAYNE:

Q. Mr. Whelpley stated that $1,435, a part of it, had been credited to members and a part had not.—A. No, sir; not credited, but absolutely paid in cash; so that portion is an asset of course. They received consideration.

Q. This has all been credited and paid in cash?—A. Yes, sir.

By the CHAIRMAN:

Q. There is a certain amount of cash for which credit is simply given and checks not forwarded?—A. Ready to be delivered to the bank for collection; that is, cash to the teller.

Q. To return that to the member who deposited it would affect the pro rata share he would get over other members?—A. Yes, sir.

Q. They would be paid in full and others would be paid a little less?—A. Yes, sir.

Q. You spoke of Treasury drafts.—A. These Treasury drafts Mr. Ballentine informs me he paid for in cash at the Treasury. These were subject to delivery to the members upon receipt of check against their account. This amounts to $2,010.

Q. Mr. Lind would be affected by that somewhat?—A. No; he would have no interest in it.

Q. He would be affected by it if some members should have more dividend than others?—A. Yes, sir; of course.

Mr. BLOUNT. I make the motion that we report a resolution directing the Sergeant-at-Arms to pay a dividend of 50 per cent.

The CHAIRMAN. It is moved by Mr. Blount that a resolution be reported by this committee to the House directing the new Sergeant-at-Arms to pay to members on their checks 50 per cent. of the liabilities to them as shown by his books.

Mr. HOLMAN. I second that motion.

Whereupon the question was argued at length by the committee and the motion was not agreed to.

The WITNESS. I have examined the number of checks, not going back further than August, and the checks drawn on the bank, for which the bank has received no credit, amount to $26,900. Mr. Silcott drew checks on the bank for money—some of these checks here—of which he did not notify the book-keeper, and did not make returns for in cash; that is he used the checks for other purposes.

The WITNESS. They do not appear in the journal as having been credited to the bank on the day they were paid.

Mr. PAYNE. Can you give the dates and amounts?—A. I can get them down-stairs. That probably has been continuing right along. I do not know any way to ascertain how much there was of that kind done, but this has been going on all the way through.

Mr. STEWART. I think it is quite material for you to show the extent of this.

The WITNESS. The trouble is to find out when it first commenced. It is almost impossible, because you never knew how much money he had in the safe to start on. That is my information from Mr. Ballentine and Mr. Leedom, that they never counted up the safe, and consequently we can not tell when Mr. Leedom was short and when Mr. Silcott commenced using the money.

Mr. STEWART. There was no supervision; in other words the cash was not counted at all?—A. No, sir; it does not appear.

By the CHAIRMAN:

Q. You will prepare that for us?—A. I will go back and see if I can get you this information.

Q. How will you make up this statement?—A. Take Silcott's checks and see what he has drawn on the Metropolitan National Bank which does not appear to be credited the bank.

By Mr. PAYNE:

Q. When the pass-book came in, probably the book-keeper went over and compared it?—A. I do not know whether they proved the balance or not.

Q. Then you will have to look through it.

LIABILITIES.

Amount due members and officers per ledger balance	$158,271.04
Amount of overdrafts per ledger	4,153.61
Total liabilities per balance-sheet	154,117.43

ASSETS.

Cash in safe	$60,704.54	
Cash in safe from bank	16,657.34	
Total cash		77,361.88
Clerks and pension checks	$1,449.60	
Treasury checks	2,010.00	
Leedom's checks	301.00	
Leedom's checks	850.00	
		4,610.60
Quick assets		81,972.48
Collections		1,435.99
		83,408.47
Short		70,708.96

Subject to revision and correction.

J. W. WHELPLEY.

TESTIMONY OF JOHN P. LEEDOM.

JOHN P. LEEDOM was recalled and examined.

The CHAIRMAN. Mr. Leedom produces here a note of Mr. H. A. Herbert, dated November 22, 1889, and due December 4, 1889, to C. E. Silcott, cashier, for $416, payable at the Sergeant-at-Arms's office, House of Representatives, and signed H. A. Herbert, and states that said note is genuine.

By Mr. PAYNE:

Q. I want to ask you, in the first place, what went to make up the account in the Metropolitan National Bank. What was deposited there?—A. Checks of members of Congress, which were placed to their credit. They were sent through the Metropolitan National Bank for collection.

Q. That is, checks on home banks?—A. Yes, sir; we carried checks down to the bank, and the bank gave us credit at the time on the Sergeant-at-Arms's account. They were sent to the place of destination, and, if not protested, they were given to us as so much cash; but if the check was drawn on a bank anywhere and that was protested, then it came back to the Metropolitan National Bank; they redeemed it there and sent it to us with the protest, and we redeemed it and charged it up to the member after taking out the cost of protest.

Q. Was any money ever deposited to that account?—A. No, sir; it was all business of members.

Q. I see on this bank book two discounts, one of September 12 and one of the 20th. 1889. Were you accustomed to get members' notes discounted there?—A. Yes, sir; we have done that whenever a member of Congress came to us and wanted some money. We had made an arrangement with that bank that provided a note was made payable to C. E. Silcott, cashier, and indorsed by him, they would give the proceeds of such note less the discount, and Silcott would turn it over to the member of Congress, and at the end of the month he would draw the member's salary from the Treasury and carry it to the bank and charge up to the member his check. He would balance whatever his pay was for the month.

Q. When a member presented a note for a month's pay Mr. Silcott took a list out at

the time?—A. Not always; sometimes he would take it at the time and then carry it to the bank.

Q. What do these sums represent (referring to book)?—A. The discount in each case.

Q. The amount opposite the list of notes in this book represent the discount in each case?—A. Yes, sir.

Q. And that business was done at the time the note was presented to him at the office?—A. I do not say generally, because there are times when it was carried to the bank direct. I will not say all of them, but most of them were carried down there. Many times I had my own individual money, and notes were discounted and the proceeds taken out of my individual fund.

Q. Mr. Herbert's notes, for instance.—A. That was taken out of my own money.

Q. Are you able to say it was always taken out of your private money?—A. No, sir; I was not always here, but I always had funds in Mr. Silcott's department; sometimes $5,000, sometimes $6,000, and at one time $10,000.

Q. For instance, September the 20th the amount of notes discounted was $8,000 or $9,000.—A. That was carried directly to the bank.

Q. And the bank gave credit on that book?—A. Yes, sir.

Q. You do not mean to say you had discounted that amount out of your pocket?—A. No, sir; that was discounted at the bank.

Q. When these notes were taken from members previous to that time on the 20th of September, of course they paid discount at the time they got the money. You do not mean to say that $8,000 or $9,000 had been used out of your private funds? Probably that came out of the cashier's funds in the Sergeant-at-Arms's office.—A. The cashier's fund. That never remained there. Of course it might remain four or five days, and in a case of that sort it was always carried to the bank and the bank advanced the money. We might have advanced money on the notes and then carried them to the bank, and the bank would discount them and give Mr. Silcott the proceeds, which would be brought back here.

Q. Of course the bank-book would show when each note was discounted, so there is no trouble in getting the date of the whole thing. In these discounts with the Metropolitan National Bank were you allowed any interest in any way?—A. No, sir; never a dollar.

Q. Directly or indirectly?—A. No, sir.

Q. What was the consideration or advantage in getting the account kept there?—A. The only advantage was this: They agreed if I would keep my deposit there they would allow members of Congress to transact their private business at that bank; that they would make collections for members of Congress without charge. That is the only consideration. I never charged a member of Congress a cent for it, and neither did the bank.

By Mr. STEWART:

Q. This book shows, for instance, August notes. Does this mean notes due in August?—A. It means that the note was given at that date. It was due in August; whatever month was put at the top.

Q. For instance, here between the 1st of June and the 22d of July are fifteen notes discounted in this bank, and so it runs; for instance, in January there are eight notes, in some cases more and in some cases less. March, 1889, has fourteen. Where were these discounted?—A. In the first place in the office. I never drew a note myself. Mr. Silcott did that.

Q. Were not some of these notes discounted from funds out of that office?—A. I had money there and Mr. Silcott had money of his own, and whether he took the money out of the funds that belonged to members of Congress or not I do not know. I suppose if he did not have the money on hand he took it out of the general fund. I do not know that fact.

Q. These discounts are footed up on the page here opposite and amount to a considerable sum of money in the aggregate. Now, to whose benefit did the aggregate sum of these discounts go?—A. This has gone to Canada. That amount represents the amount of cash I ought to have in the safe.

Q. Do I understand you to say all this banking business was done on your capital?—A. Not always. I say I had a private fund in Mr. Silcott's side of the safe. Sometimes it was $5,000, sometimes $3,000, and sometimes $2,000, and as low as $500. There has never been a time since I have been in the office when I have not had $500 with Mr. Silcott, and as high as $10,000.

Q. Who kept the book?—A. Mr. Silcott. The entries are all in his handwriting. I will not say all; perhaps some are in Mr. Ballentine's writing.

Q. Mr. Ballentine has been examined on this subject, and he testifies it was customary to discount notes there, and that the discount never went into the Treasury fund, and that you had that? A. It was supposed to be, but I never got it.

Q. What entries were made of these discounts other than here? A. No entry was made at all. The money was put in a large envelope and was put in there from time

to time as taken in and left there, or rather it was supposed to be left there: but when Mr. Silcott left he took it with him.

Q. You have ascertained how much money was in the envelope when Mr. Silcott left. How much was it? A. $1,869.50. My book-keeper made the addition. I asked him to do it, because I supposed you would want it. I take it for granted that it is correct, as I have not the addition.

Q. That was the amount of the discounts?—A. Yes, sir.

Q. Had you any other money in the envelopes besides that?—A. I think not. I had some papers in there.

Q. But you had no money?—A. No, sir; I think not.

Q. Were these discounted in any other bank besides the Metropolitan?—A. No, sir; not so far as I know.

J. W. WHELPLEY—Recalled and examined.

The CHAIRMAN. Will you please state to the members of the committee what further investigation you have made and the result thereof?—A. We carefully searched the safe for the bank-book previous to this. Neither that nor the checks can be found. We found in there a desk unlocked—there were two desks—and we failed to find the pass-book. We cannot find the checks paid by the bank, or the bank-book previous to this book, which commences August 9, and which is the regular pass-book of the National Metropolitan Bank. This shows a balance on August 7, 1889, of $9,474.69, which was to the credit of C. E. Silcott. I footed up the account of the ledger between the dates, and I find that the ledger account shows that the bank only owes Mr. Silcott $8,830.83, making an overcredit by the bank apparently of $643.86. The bank reports there was due Mr. Silcott $643.86 more on the 7th of August than the ledger says they did.

Q. That is, there was more in bank than charged on the ledger here?—A. More than was charged to the bank on the ledger. Then I took the items down on the ledger—I could not go further with the credit side—and I found that Silcott did not charge the bank in November with $111.16. Then I find there was no charge made to the bank for discounts of September 17, amounting to $14,560, or for discounts of August 19, amounting to $8,340, making a total of $23,011.16 with which the bank credits Mr. Silcott, but which Mr. Silcott has never given to the book-keeper to charge the bank with. Here are the checks which Mr. Silcott drew on the Metropolitan National Bank, and which do not appear on the books of the Sergeant-at-Arms, amounting to $26,900.

List of checks not credited on books, Sergeant-at-Arms office.

Aug. 12, 1889, $3,000, pay to self.
Aug. 19, 1889, $5,340, pay to self or bearer.
Sept. 7, 1889, $5,000, pay to self or bearer.
Sept. 17, 1889, $9,560, pay to self or bearer.
Oct. 17, 1889, $3,000, pay to self.
Oct. 25, 1889, $1,000, pay to self.

Making a total of $26,900, all signed C. E. Silcott, cashier, and dated Washington. That is going back as far as I can without the bank book.

National Metropolitan Bank account.

Balance due Silcott per bank-book, August 7, 1889		$9,474.69
Balance due Silcott by bank per ledger, August 7, 1889		8,830.83
Apparent overcredit by bank		643.86
New bank-book commences with balance of		9,474.69
Takes up collections deposited and charged by book-keepor		39,835.81
Takes up collections deposited not charged November 2	$111.16	
Takes up discounts not charged September 17	14,560.00	
Takes up discounts not charged August 19	8,340.00	
		23,011.16
Total amount taken up by bank in last account		72,321.66
Bank charges checks not credited on books	29,900.00	
Bank charges checks not credited on books	25,764.32	
		55,664.32
Bank's balance		16,657.34

Sergeant-at-Arms's book shows balance due from bank, $19,902.32.

TESTIMONY OF ISAAC R. HILL.

ISAAC R. HILL sworn and examined.

By the CHAIRMAN:

Q. Please give your full name.—A. Isaac R. Hill.

Q. And your office.—A. Deputy sergeant-at-arms of the House of Representatives.

Q. How long have you held that office?—A. It will be six years next January.

Q. During that time who has been Sergeant-at-Arms?—A. John P. Leedom, of Ohio.

Q. Who has been cashier during that time?—A. Mr. Silcott, as I understand it.

Q. What are the duties of your office; what do you do day by day?—A. I have nothing at all to do with the financial part of the Sergeant-at-Arms's office. I have never been behind the screen and actually pay out money, with the exception of three years ago, when Mr. Roberts, messenger to the Treasury, was sick and I brought the money down. I was here; it was after the adjournment of Congress, and I remained for that purpose. I have no connection, in the remotest degree, any more than you gentlemen, with the money part of the office.

Q. Where are your headquarter's—place of business?—A. At the office of the Sergeant-at-Arms. But my duties are to attend to that part of the duties of the Sergeant-at-Arms upon the floor of the House; to serve writs of committees; to attend funerals, or any other outside work that belongs to the duties of the Sergeant-at-Arms. That has been the practice and that has been the duty assigned to me.

Q. How much a day while Congress is in session would you naturally be in the office of the Sergeant-at-Arms?—A. I would be in and out of the office very often, that is, I might not be in for two or three hours during an exciting session when some one has got to be on the floor of the House. Some one must be on hand, providing a member sends for me.

Q. Are you in a position to know as deputy sergeant-at-arms how the business of that office is conducted in reference to the finances?—A. I am not.

Q. Were you intimately acquainted with Mr. Silcott?—A. I so considered it. I have been acquainted with him since appointed to the office. I have known him intimately, and the more I knew of him the better I liked him. I thought he was an honest man if there was one about the Capitol.

Q. What do you think of his habits? Were they business-like or otherwise?—A. What do you mean, Mr. Adams, by that question?

Q. Was he a quick and careful man of business?—A. I thought so by observation. I thought he was always on hand ready for duty, and I thought him the best man in the office.

Q. You are aware there is a shortage in the accounts of the Sergeant-at-Arms?—A. Yes, sir; now.

Q. When did that first come to your knowledge, and when did you first come to believe there was or suspect there was?—A. If you let me go on from that point I will tell you all I know about it, and then if I perhaps overlook anything you can call my attention to it. In the first place I went home about the 10th of March to Ohio. I came back about the 20th of last month—November—and of course during my absence I did not know anything going on here first, or last, or at any time, until last Wednesday night I was sent for. I knew nothing about the woman, and about Ed. Silcott's running after a woman, or any woman—any prostitute. I understand since, however, that that is common property, and it is singular I did not know it, because I was so intimate with him. I knew nothing about that at all until Wednesday night I was told by Mr. Leedom himself. On last Sunday night my wife and I went over to Mrs. Silcott's—his family stopped at the Congressional Hotel—and called upon them. I did not know at that time that he was away from home. I supposed he was at home. When I got there she informed me he had gone to New York, and he was coming back that evening provided he did not send her a telegram. I asked her on what train. She told me a train about 8 something.

I remained there and in perhaps half an hour there was a telegram came from him signed C. E. Silcott, New York. I read it to his wife stating, "I will be home to-morrow night." I thought nothing strange of it any more than I thought it was strange that he should be away from his duty on organization day. I went home that evening. The next morning I came up supposing he would be home that night. Tuesday morning when I came in Mr. Silcott had not got back. I said nothing. I did not know what he had gone to New York for at that time, because so far as the financial part of the Sergeant-at-Arms' office is concerned I have nothing to do with it at all. Nothing has been confided to me about that at all. The next evening or Wednesday noon I asked Mr. Leedom what Silcott went to New York for and what detained him. He told me he went to New York to collect from David R. Paige $10,000 that he (Paige) owed Silcott, and that he was very much alarmed about it. He was afraid he had got

this money and some person had seen and sand-bagged him. That is the way he expressed himself. He said he was very much depressed about it. He said, "I have telegraphed after him." I said he had better send me to New York to see about this. He said, "I will wait and see." That was Wednesday noon. He said, "I will wait and see if I get answers to my telegrams."

Usually if there are any writs to be served they are always given to me, and I am always in the habit of asking if there is anything they wanted me to do of either John or Ed. Silcott. I asked John, and he said no, just as I went home about 5 o'clock. I was reading the newspapers and lying on a lounge, and had got into a slumber, when Charlie, the porter of the Sergeant-at-Arms, came and said Mr. Leedom wanted me to come up to the office. I only live right across the square. When I came in, of course, I was apprehensive and in a frame of mind anything but normal. I came in the office. They were all there—that is, Mr. Ballentine, Mr. Roberts, Mr. Selzer, Mr. Leedom, and the colored man. The first thing Mr. Leedom said was: "This office is $50,000 short; Mr. Silcott has run away with a whore with the money."

When he said that it was very shocking to me, and that about the whore part I did not believe. It was hard for me to believe the other. How a man could run away and leave such a family I could not understand. I said there may be some mistake. I thought there must be some mistake, and was rather inclined to think Ed. went to collect this money and was killed by some one, which prevented his return. He and I walked out and talked over the matter. I advised him to send for his security, and he told me then—I did not know who his security was—he told me Mr. Paige, a good friend of mine, and Mr. Felton. I said: "Where is Mr. Felton." He went to the telegraph office and sent two telegrams—one to the Murray Hill hotel and one to Mr. Paige.

That was Wednesday night about 8 o'clock, perhaps along there, early in the evening. Then going back we walked along and we talked the matter over. I advised him to send for them, and he told me from $22,000 to $25,000 would be all the money he could raise on the face of the earth, everything he had, and that would break him. Fifty thousand dollars was missing. I said: "Your securities will certainly pay this money, and you must adopt that course in order to save yourself and the Democratic party from scandal." He thought that was a wise proposition, and told me he would go up to Mr. Bingham and get the address of Mr. Felton in Philadelphia. He thought he would find Mr. Bingham at the Metropolitan Club. He was not in there. Where he found him I do not know; so I returned here.

I had advised secrecy, to lock the mouths of these boys in the office, and to see if this money could not be raised in the way indicated, and I had an idea, furthermore, when I got in the car that the ex-member of Congress who represented me in Congress, Mr. Wilkins, might be of assistance to us. I called to see him and told him about this and advised with him if my views in the matter were not wise. He said they were, and he thought he would rather pay the money now than after the matter had become public; and further than that, if there was any delinquency in paying the money after Mr. Leedom paid what he could, he thought it could be raised in town on a few hours' notice. That was my idea in order to save the disgrace to the Democratic party as well as Mr. Leedom. That is the advice I gave him. That was in the night, now, mind you. Mr. Wilkins said that was a wise course and advised that course.

When I came back my wife was still at the hotel visiting Mrs. Silcott. They were in the office and I went in and told Mr. Leedom about it. He said: "Well, get up early; and now you had better go and take your wife home so as to be prepared to get up very early in the morning and come to my house." I think the arrangement was to come to the House. That was the course to be pursued then. Well, I got up very early and came to the House before I got my breakfast. I went back from here to get my breakfast. When I went back Henry Ballentine, the paying teller, was downstairs in the office and said the safe was not going to be opened. That was the first I knew that Mr. Leedom had changed his mind. When he came up he told me he had met Mr. Carlisle and Mr. Crisp that night——

The CHAIRMAN. I do not think it is necessary that we should go into that.

The WITNESS. I do not know anything else connected with it.

Q. Have you any belief as to where Mr. Silcott now is?—A. None in the world. I do not know any more than what I see in the public print and from hearing rumors on the public streets.

Q. You say you saw a telegram from New York to Mrs. Silcott. What was the date?—A. It was dated—the telegram was torn up—but it was dated 6.40 p. m., last Sunday evening.

Q. From what place?—A. New York. There was no name of a hotel on it.

Mr BLOUNT. Who tore up the telegram? A. She did; but she told me since she did it unthoughtedly.

The CHAIRMAN. Mr. Silcott was absent during a part of last summer from Washington?—A. Not that I know of. I was in Ohio from the 10th of March until the 20th of

last November, and if Mr. Silcott was away it was only a visit of a week or two to New York City.

The CHAIRMAN. It is moved and seconded that Mr. Payne introduce a bill providing for a disbursing officer of the House at the earliest possible day, and ask that it be referred to this committee, and that this committee have power to report at any time.

The resolution was adopted, and, on motion of Mr. Stewart, the committee adjourned until 10 o'clock Monday morning.

WASHINGTON, D. C., *Monday, December* 9, 1889.

The committee met, pursuant to adjournment, at 10 a. m.; all the members present.

STATEMENT OF MR. THOMAS M. BAYNE, MEMBER OF CONGRESS FROM PENNSYLVANIA.

Mr. BAYNE. Mr. Chairman, I understand that there are three checks belonging to me in the office of the Sergeant-at-Arms; one is for $412, another for $115, and another for $30. Those checks were placed to my credit by Teller Ballentine, on December 4, for collection for me. Several years ago I asked the Sergeant-at-Arms if he would collect little checks for me, and he said that he would. For a number of years I have been in the habit of handing in checks for collection in the same way that I supposed these would be collected.

Mr. REED. Have you revoked your power of attorney?

Mr. BAYNE. No, sir; but I can do so at any time. I had another check deposited on the 3d of November for $163, and my salary for the month is, I presume, in the same situation as the salaries of other gentlemen.

Mr. PAYNE. Is that $163 a check?

Mr. BAYNE. Yes; I think he collected that check.

The CHAIRMAN. Can you give a description of those checks?

Mr. BAYNE. I could give a very accurate description of them. The one for $412 is made payable to my order, and is dated November 25, 1889, I believe. The check for $115 was from General Anson McCook, Secretary of the Senate, and is payable at some bank in New York, I think the Garfield National Bank. The third check, for $30, was drawn by J. C. Davitt, and my impression is that that check is payable at, some bank in Philadelphia. The check of November 30, which this committee in its investigation may possibly trace, was payable to me, and drawn by W. T. Young, Washington.

Mr. PAYNE. You say you have been in the habit of doing this for a number of years?

Mr. BAYNE. Yes, sir; I have.

Mr. PAYNE. How did you get the money from the Sergeant-at-Arms after he collected the checks?

Mr. BAYNE. I checked on the Sergeant-at-Arms.

Mr. PAYNE. It was mingled with your accounts?

Mr. BAYNE. Yes, sir; mingled with my salary account.

Mr. PAYNE. Did you draw your check usually for the specific sum?

Mr. BAYNE. In some cases I drew out the specific sum, but not always.

By the CHAIRMAN:

Q. Did the Sergeant-at-Arms ever exact anything for accommodating you in making collections?—A. No, sir; he never did.

Q. Has it been your habit not to check against this until you were notified by the Sergeant-at-Arms that your checks had been collected?—A. I never checked against them until I knew that a sufficient time had elapsed for their collection, and on the assumption that the Sergeant-at-Arms would notify me if there had been a default.

Q. Has he ever notified you of their collection?—A. At one time one check placed in his hands was protested, and that was returned.

Q. That was for non-collection?—A. Yes, sir.

Q. Has he ever notified you that a check had been collected, and that you could draw against it?—A. I have, on different occasions, asked him if such and such checks had been collected.

Q. When you deposited, has the Sergeant-at-Arms generally been in the habit merely of entering it on your account?—A. He has given me a tab like that [indicating.]

Q. Did that go on the ledger to your credit?—A. I should have only to deal with

the check being collected. I did not know how he kept his books. I looked upon it as an accommodation which he was willing to afford members of Congress.

Mr. PAYNE. You say you received a notice of protest on one occasion?

Mr. BAYNE. Yes, sir; I understand that the Sergeant-at-Arms did this sort of thing only for members of Congress?

The CHAIRMAN. Members of Congress who had accounts on his ledger, and no one else.

Mr. BAYNE. That is my understanding; I am not certain about it.

MR. HENDERSON, REPRESENTATIVE FROM THE STATE OF ILLINOIS, APPEARED.

Mr. HENDERSON. Mr. Chairman, in regard to these transactions with the Sergeant-at-Arms, I will say that I have not drawn any portion of my salary for the month of November. When I came here I had a draft for $250, drawn by the First National Bank of Princeton on some bank in the city of New York. That draft I indorsed and handed to Mr. Ballentine, the paying-teller. I want to suggest to the committee that I do not think the Sergeant-at-Arms can take my $250 and appropriate it to the payment of any other claims that may be made upon him. I do not know whether the committee propose to take any action in regard to this matter of mine.

The CHAIRMAN. Your statement will go on record.

Mr. HENDERSON. If there is any trouble about it, I want to bring suit against the Sergeant-at-Arms.

Mr. HOLMAN. Is that part of this fund that was turned over to the bank?

Mr. HENDERSON. Mr. Ballentine has assured me that my money was there, and he ought to pay me. I do not think there ought to be any doubt about it, it being shown that my draft was sent through the bank for collection.

MR. MILLS, REPRESENTATIVE FROM THE STATE OF TEXAS, APPEARED.

Mr. MILLS. Mr. Chairman, I do not say that I understand this matter. You have a very difficult problem before you, and you must settle one or two questions, inevitably—either that this money is public property or private property. If it is individual property, I can not see what jurisdiction Congress has over the subject at all. I can not see, if it is a private matter between me and the Sergeant-at-Arms, what Congress can legally do. I am one of the large losers, and I want to suggest, as I know you must make some report, that I take it we are all going to abide by whatever may be determined upon. This money was taken from the Treasury on the November certificates. The money is stolen. It was placed there by members who had accounts on their certificates for the prior months. If you come to the conclusion that it is public property, then the matter is easily solved. If you come to the conclusion that it is private property, then what are you to do, except recommend an equitable settlement between the parties in interest. Some of them have been paid part, some of them have been paid all. For instance, I am at a loss of seven or eight months' pay. I gave my receipts when I was here in the spring. I gave my certificates for nine months in March last. If you come to the conclusion that this is a private matter, between me and the Sergeant-at-Arms, Congress has nothing to do with it. If you come to the conclusion that it is a deficit in the public funds, it is your duty to bring in a deficiency bill.

Mr. STEWART. Some part of this belongs to private depositors.

Mr. MILLS. I think you have nothing to do with private depositors.

Mr. STEWART. Have you any objections to stating whether you think this man was a public functionary?

Mr. MILLS. I have thought over this question a great deal, and I have made up my mind that I was going to abide by your judgment. General Catchings has made a very clear and forcible argument this morning, but I have made up my mind that if you come to the conclusion that this was public money, and that this man was a disbursing officer, I am going to support it. If you come to the conclusion otherwise. I am going to support that.

HON. J. B. REILLY, REPRESENTATIVE FROM THE STATE OF PENNSYLVANIA, APPEARED.

Mr. REILLY. Mr. Chairman, I have deposited with the Sergeant-at-Arms a Treasury draft for my October pay, dated November 4, and there is a balance due me on it of $267. I have informed the Sergeant-at-Arms that he must hold that Treasury draft and make no use of it. They informed me that they do not know whether it is in the safe. They say they do not want to open the safe until this committee makes a re-

port. I have informed Mr. Leedom that I desire to have that draft returned to me, or the money. I want to know if this committee is going to take any action in the matter as to the opening of the safe., I think that if that draft is found there it should be returned to me on my refunding $150.

HON. J. A. PICKLER, REPRESENTATIVE FROM THE STATE OF SOUTH DAKOTA, APPEARED.

Mr. PICKLER. Mr. Chairman, I want a moment to say that I deposited some money on Saturday, I think it was, which I brought here in cash and drafts. Mr. Ballentine placed my money in the safe and it is not stolen.

Mr. PAYNE. Mr. Ballentine can not say as to that.

Mr. PICKLER. He took my draft and put it in there as a special deposit, and he knows that it is there.

Mr. PAYNE. You mean that the drafts were collected through the National Metropolitan Bank and afterwards the balance put in the safe?

Mr. PICKLER. It seems to me as a legal proposition, not that I am so much interested in this, that that it is my money. Mr. Ballentine says he can not tell my money from anybody else's money, as it all stands as a deposit.

HON. JOHN A. ANDERSON, REPRESENTATIVE FROM THE STATE OF KANSAS, APPEARED.

The CHAIRMAN. You are down on this list as having a note, dated September 2, for $416, payable at the Metropolitan Bank of Washington in September, 1889, discounted by C. Silcott, cashier. Is that note genuine or not?

Mr. ANDERSON. Mr. Chairman, I desire to state that I have not made any note to any one during 1889 in connection with the Sergeant-at-Arms's office.

HON. D. W. DARGAN, REPRESENTATIVE FROM THE STATE OF SOUTH CAROLINA, APPEARED.

Mr. DARGAN. Mr. Chairman, I wish to state simply that I have a check in the hands of the Sergeant-at-Arms now, drawn by the sub-treasurer on the sub-treasury of New York for $400, and I want to know whether I can get it.

The CHAIRMAN. There are several members in the same condition, and we simply want your statement to go on record so that we shall not forget your claim.

The Chairman submitted copies of the bonds of John P. Leedom, Sergeant-at-Arms of the Forty-eighth, Forty-ninth, and Fiftieth Congresses, furnished to the chairman by the Treasurer, and obtained by him from the office of the First Comptroller of the Treasury.

The papers are as follows:

TREASURY DEPARTMENT,
FIRST COMPTROLLER'S OFFICE,
Washington, D. C., December 9, 1889.

SIR: In compliance with your verbal request, made through Mr. Whelpley, Assistant Treasurer United States, I have the honor to transmit herewith copies of the bonds filed by Mr. John P. Leedom as Sergeant-at Arms for the Forty-eighth, Forty-ninth, and Fiftieth Congresses.

I am, very respectfully,

A. C. MATTHEWS,
First Comptroller.

Hon. GEORGE E. ADAMS,
Chairman Special Committee Investigating Accounts in Office of Sergeant-at-Arms House of Representatives.

[Copy.]

Know all men by these presents that I, John P. Leedom, as principal, and J. M. Camden, S. T. Suit, D. R. Paige, as sureties, are held and firmly bound unto the United States in the sum of fifty thousand dollars, to the payment whereof well and truly to be made we do bind ourselves, our heirs, executors, administrators, and assigns firmly by these presents, signed and sealed by us December 6, A. D. 1883.

The condition of the foregoing obligation is such that if the said John P. Leedom, Sergeant-at-Arms of the House of Representatives, Forty-eighth Congress, shall well and faithfully account for all money coming into his hands for the pay of the members of the House of Representatives of the Forty-eighth Congress, then this obligation to be void and of no effect, otherwise to be in full force.

JOHN P. LEEDOM. [SEAL.]
J. N. CAMDEN. [SEAL.]
S. T. SUIT. [SEAL.]
D. R. PAIGE. [SEAL.]

Approved.

J. G. CARLISLE,
Speaker of the House of Representatives.

The undersigned hereby make oath and say that they are each worth, over and above all their liabilities more, than fifty thousand dollars, the penal sum named in the foregoing bond.

J. N. CAMDEN. [SEAL.]
S. T. SUIT. [SEAL.]
D. R. PAIGE. [SEAL.]

Sworn to and subscribed before me this sixth day of December, 1883.
[NOTARIAL SEAL.]

MYRON M. PARKER,
Notary Public.

Know all men by these presents that I, John P. Leedom, as principal, and Samuel T. Suit and Frank Hume and Wash. Nailor, as sureties, are held and firmly bound unto the United States in the sum of fifty thousand dollars, to the payment whereof, well and truly to be made, we do bind ourselves, our heirs, executors, administrators, and assigns, firmly by these presents. Signed and sealed by us December 9th, A. D. 1885. The condition of the foregoing obligation is such, that if the said John P. Leedom, Sergeant-at-Arms of the House of Representatives, 49th Congress, shall well and faithfully account for all money coming into his hands for the payment of members of the House of Representatives of the 49th Congress, then this obligation to be void and of no effect; otherwise to be in full force

JOHN P. LEEDOM. [SEAL.]
S. T. SUIT. [SEAL.]
FRANK HUME. [SEAL.]
WASH. NAILOR. [SEAL.]

Approved:

JOHN G. CARLISLE,
Speaker of the House of Representatives.

The undersigned hereby make oath and say that they are each worth over and above all their liabilities more than $50,000, the penal sum named in the foregoing bond.

S. T. SUIT. [SEAL.]
FRANK HUME. [SEAL.]
WASH. NAILOR. [SEAL.]

DISTRICT OF COLUMBIA, *ss:*

Sworn to and subscribed before me this 9th day of December, 1885.

[SEAL.]

RUTLEDGE WILLSON,
Notary Public.

Know all men by these presents that I, John P. Leedom, as principal, and C. N. Felton, J. N. Camden, and David R. Paige, as sureties, are held and firmly bound unto the United States in the sum of $50,000, to the payment whereof well and truly to be made we do bind ourselves, our heirs, executors, administrators, and assigns firmly by these presents. Signed and sealed by us January 11, A. D. 1887.

The condition of the foregoing obligation is such that if the said John P. Leedom, Sergeant-at-Arms of the House of Representatives, Forty-ninth Congress, shall well and faithfully account for all money coming into his hands for the pay of the Mem-

bers of the House of Representatives of the Forty-ninth Congress, then this obligation to be void and of no effect; otherwise to be in full force.

JOHN P. LEEDOM. [SEAL.]
C. N. FELTON. [SEAL.]
J. N. CAMDEN. [SEAL.]
DAVID R. PAIGE. [SEAL.]

Approved:

JOHN G. CARLISLE,
Speaker of the House of Representatives.

The undersigned hereby make oath and say that they are each worth, over and above all their liabilities, more than $50,000, the penal sum named in the foregoing bond.

C. N. FELTON,
J. N. CAMDEN,
DAVID R. PAIGE.

Sworn to and subscribed before me this 11th day of January, 1887.
[SEAL.]

JOHN H. ROGERS,
Notary Public, D. C.

Know all men by these presents that I, John P. Leedom, as principal, and David R. Paige and C. N. Felton, as sureties, are held and firmly bound unto the United States in the sum of $50,000, to the payment whereof, well and truly to be made, we do bind ourselves, our heirs, executors, administrators and, assigns firmly by these presents. Signed and sealed by us December 12, 1887.

The condition of the foregoing obligation is such that if the said John P. Leedom, Sergeant-at-Arms of the House of Representatives, Fiftieth Congress, shall well and faithfully account for all money coming into his hands for the pay of the members of the House of Representatives of the Fiftieth Congress, then this obligation to be void and of no effect; otherwise to be in full force.

JOHN P. LEEDOM. [SEAL.]
DAVID R. PAIGE. [SEAL.]
C. N. FELTON. [SEAL.]

In presence of—
WASH. L. JAQUES as to John P. Leedom and David R. Paige.

Approved.

JOHN G. CARLISLE,
Speaker of the House of Representatives.

The undersigned hereby make oath and say that they are each worth over and above their liabilities, more than fifty thousand dollars, the penal sum named in the foregoing bond.

DAVID R. PAIGE.
C. N. FELTON.

COUNTY OF WASHINGTON,
District of Columbia ss:

Sworn and subscribed by C. N. Felton before me this 15th day of December, 1887.
[SEAL.]

JOHN H. ROGERS,
Notary Public, D. C.

COUNTY OF NEW YORK,
State of New York ss:

Sworn and subscribed by David R. Paige before me this 12th day of December, 1887.
[SEAL.]

WASH. L. JAQUES,
Notary Public, N. Y. City.

HON. W. J. STONE, REPRESENTATIVE FROM THE STATE OF KENTUCKY, APPEARED.

The CHAIRMAN. You are on this list as having made a note. There are two entries of W. J. Stone, and it is not stated whether it is Mr. Stone from Missouri, or Mr. Stone, of Kentucky. W. J. Stone appears in two places; in one as having signed a note, dated August 27, due December 4, for $416, discounted at the National Metropolitan Bank of Washington in 1889, by C. E. Silcott, and the other is precisely similar, except that it is dated September 3. Are these genuine?

Mr. STONE. I made a note, which was discounted, or should have been discounted. I got the money. It was due December 4, but I think it must have been made the last day of October. I have occasionally discounted notes. Mr. Silcott has taken them, and discounted them for me, and paid me the money. The last note was some time in the month of October, but the date I can not tell.

The CHAIRMAN. Are you sure that it was in October?

Mr. STONE. I feel quite sure it was.

The CHAIRMAN. The one I am asking about, is the one discounted in September. There is one in August, and one in September.

Mr. STONE. They are due December 4. I discounted neither of those.

The CHAIRMAN. You can not be positive whether it was before September 17?

Mr. STONE. I feel confident that it was after September 17. I discounted some notes, but the last that I discounted was in October. It fell due December 4.

The CHAIRMAN. Did you get more than one note which fell due December 4?—A. No, sir; but one.

HON. J. E. WASHINGTON, REPRESENTATIVE FROM THE STATE OF TENNESSEE, APPEARED.

The CHAIRMAN. You are on this list as having executed a note September 3, due December 4, for $416, discounted September 16, 1889, at the National Metropolitan Bank of Washington, by C. E. Silcott. Is that genuine?

Mr. WASHINGTON. It is a forgery, because my salary was being sent to me at that time by checks signed by Mr. Whelpley, and they were sent to me from month to month until the October salary came. I had accommodations in the last Congress, but not since the 4th of March.

HON. R. A. PIERCE, REPRESENTATIVE FROM THE STATE OF TENNESSEE, APPEARED.

The CHAIRMAN. Here is a note which purports to be dated September 8, and due December 4, signed by you and discounted by C. E. Silcott. Is it genuine?

Mr. PIERCE. I never discounted a note at any time.

HON. W. H. GEST, REPRESENTATIVE FROM THE STATE OF ILLINOIS, APPEARED.

The CHAIRMAN. You are on the list as having executed a note, dated August 30, and due December 4, for $416, discounted at the National Metropolitan Bank, Washington, September 17, 1889, by C. E. Silcott, cashier. Is that genuine?

Mr. GEST. No, sir; I have executed no note of any character or description.

HON. J. M. BROWER, REPRESENTATIVE FROM THE STATE OF NORTH CAROLINA, APPEARED.

The CHAIRMAN. You are on this list as having executed a note dated September 4, 1889, and due December 4, 1889, for $416, which has been discounted September, 1889, at the National Metropolitan Bank, of Washington, by C. E. Silcott, cashier. Is it genuine?

Mr. BROWER. No, sir; I do not think I have signed a note for that amount; but I signed a note in October, I think, payable to C. E. Silcott, cashier.

The CHAIRMAN. You are sure that it was in October?

Mr. BROWER. I think so; I can look at my bank book. I think it was a sixty-day note.

MR. J. P. LEEDOM—Recalled.

Mr. PAYNE. Here is the bond which Mr. Leedom has produced furnished to him by Mr. Ballentine.

Mr. HOLMAN. Was the bond given by Mr. Silcott similar to this one given by Mr. Ballentine?

Mr. LEEDOM. It is. I can not state the date, but my bond will be here to-morrow or next day, as I have telegraphed for it. It is a copy of Ballentine's bond, except that the word "cashier" is used instead of "paying teller."

Mr. HOLMAN. Are you prepared to give us a statement as to the amount actually deposited independent of the amount of members' pay; that is, the amount due members as deposits?

Mr. LEEDOM. I am just preparing a statement of that kind.

The statement was put in evidence, and is as follows:

Amount due on private deposits and balance as stated on sheet prior to November 27.

J. M. Allen	$117.00
L. E. Atkinson	16.00
T. M. Bayne	163.18
J. J. Belden	1,586.13
M. Biggs	217.00
C. A. Boutelle	1,503.72
G. E. Bowden	101.00
C. R. Breckinridge	52.05
W. C. P. Breckinridge	50.69
T. H. Browne	402.00
C. R. Buckalew	1,627.00
Benj. Butterworth	484.00
J. W. Candler	1,050.00
J. M. Carey	1,911.91
T. C. Catchings	2,041.70
C. B. Clark	3,334.00
H. D. Coleman	125.00
W. J. Connell	1,334.00
N. Dingley, jr	94.25
F. T. Dubois	731.00
A. B. Fitch	788.20
J. A. Geissenhainer	3,334.00
C. H. Grosvenor	191.64
T. J. Henderson	150.00
B. Hermann	2,400.00
R. R. Hitt	5,038.70
J. H. Ketcham	417.00
S. W. T. Lanham	620.00
G. L. Laws	1,058.34
L. Maish	435.31
R. Q. Mills	2,529.49
W. C. Oates	1,264.00
C. T. O'Ferrall	128.13
W. A. Owen	517.06
S. E. Payne	293.79
James Phelan	156.76
J. A. Pickler	613.13
J. W. Rife	334.00
J. H. Rowell	1,529.00
M. A. Smith	4,652.22
J. H. Sweeney	75.00
Abner Taylor	3,334.00
A. C. Thompson	41.46
Charles Tracey	48.41
L. W. Turpin	3.25
W. Vandever	479.25
Joseph Wheeler	421.56
W. C. Whitthorne	86.00
R. P. C. Wilson	633 00
W. L. Wilson	151.76
S. S. Yoder	100.00
W. P. Taulbee	50.00
Total	48,816.09

Money deposited by the Sergeant-at-Arms, House of Representatives, in the National Metropolitan Bank since and including November 30, 1889, as follows:

1889.		
Nov. 30	Deposit	$1,284.60
Dec. 2.	Do	551.67
2.	Do	772.21
3.	Do	3,619.41
4.	Do	4,201.55
		10,429.44

Money deposited with the Sergeant-at-Arms, House of Representatives, as follows:

Nov. 30.	W. C. P. Breckinridge	$50.69
30.	S. W. Lanham	620.00
30.	J. H. Sweney	75.00
Dec. 2.	Thomas M. Bayne	163.18
2.	L. Dalton	20.00
2.	J. A. Geissenhainer	3,334.00
2.	W. D. Kelley	75.00
2.	J. A. Pickler	524.03
3.	J. W. Candler	1,050.00
3.	J. B. Reilly	417.00
3.	W. D. Owen	18.81
Nov. 25.	Thomas J. Henderson	150.00
		6,497.71

The CHAIRMAN. When did you last see Mr. Silcott on Saturday?

Mr. LEEDOM. I think it was about 2 o'clock.

Mr. PAYNE. What was he doing when you saw him in the office at 2 o'clock?

Mr. LEEDOM. He was moving around examining his books. The last time I saw him he was sitting at his desk looking at some papers. I made a discovery yesterday after Mr. Whelpley had been here, and came down in the office with a view of hunting up the bank book. The drawers were locked, and we had to get a lock-smith to open them. Mr. Whelpley did not find anything. I have found among the papers a key to an oil stipulation.

The CHAIRMAN. Do you remember that Saturday morning was the morning of the Republican caucus, and that about 10 or 11 o'clock members began to move around. Were you on the floor?

Mr. LEEDOM. No, sir; at 10 o'clock I was at the Pension Office.

The CHAIRMAN. You say Mr. Max. Long went with him?

Mr. LEEDOM. That is what I have been told.

The CHAIRMAN. Who is he?

Mr. LEEDOM. He is a gentleman who looks after Mr. Randall's horses, and looks after other matters for him.

The CHAIRMAN. Did you see Mr. Silcott in the course of the afternoon in your office?

Mr. LEEDOM. I left the office at 2 o'clock, and I have not seen him since.

The CHAIRMAN. Are you satisfied that this money was never brought to your office?

Mr. LEEDOM. Yes, sir; I am satisfied that it was never brought to the office.

The CHAIRMAN. Where do you suppose it was kept?

Mr. LEEDOM. I have not the slightest idea. The only thing that leads me to think it was secreted was when Silcott left his wife said he did not take anything except a night-shirt. She was positive that he did not have a valise, because he had gone down to his son's house for the purpose of getting a valise, and when he came back he said to his wife, "I have forgotten what I went for." When he came down through the hotel he stopped in the bar.

The CHAIRMAN. What hotel?

Mr. LEEDOM. The Congressional Hotel. He stopped there and paid his bill, and in addition to that, he paid $100 in advance, and said to his wife, "Mother, here is some money that will pay your expenses until I return." Until night before last she did not know what amount of money that was. She then counted the money and found that there was $1,200. When he came down into the hotel he had a valise in his hand, so I have been told.

The CHAIRMAN. Have you been over there and talked to the clerk.

Mr. LEEDOM. The clerk knew nothing about it. I talked to another man.

Mr. PAYNE. Who was he?

Mr. LEEDOM. Mr. Long.

By the CHAIRMAN:

Q. At what hotel does Mr. Silcott usually stop in New York?—A. At the Fifth Avenue. His wife asked him, "Now, Ed., where are you going to stop? Will you be at the Fifth Avenue?" "No," he said, "I will not stop there." She said, "If anything happens, where will I get word to you?" He answered, "I will telegraph you."

Q. Do you know any man who was in the habit of going with him when he went to New York?—A. No, sir; I do not know of a single acquaintance of his.

Q. What bank did he usually do business with in New York?—A. I do not know of his having any transactions with any bank in New York.

Q. Or with any broker?—A. I never knew that Ed. Silcott ever had 10 cents' worth of stock in anything. The only thing I ever knew he speculated in was in betting on horse-races.

WILLIAM M. LONG, SWORN AND EXAMINED.

By the CHAIRMAN:

Q. Where do you reside?—A. 49 C street, southeast, this city.
Q. Do you know C. E. Silcott?—A. Yes, sir; very well.
Q. When did you last see him?—A. About ten minutes before ten, on Saturday night.
Q. At what place?—A. At Brock's hotel.
Mr. HEMPHILL. What Saturday night did you see him?—A. Last Saturday night a week ago.

By the CHAIRMAN:

Q. What was he doing?—A. He came in from the dining room with a satchel in his hand. I was sitting down and he asked me to go and take a drink. I said to him, "Where are you going?" He said I am going to New York on business. I said, "What are you going on Saturday night for? He then said, "I will be back Monday morning." He pulled out his money to pay for the drinks and had his railroad ticket in his pocket. He said to me, "Come on and go down." We jumped on the car and went down. He got off at the National Hotel and I remained on the car.
Q. You have not seen him since?—A. No, sir.
Q. Did you take any notice of the satchel that he had?—A. He sat it down on the floor over there.
Q. What did he set it down for—to pay for the drinks?—H. Yes, sir.
Mr. PAYNE. Was the satchel apparently heavy?—A. It did not look like it was very heavy.
Q. Was it a new satchel or an old one?—A. It was new and a kind of a brown satchel.
Q. You are sure about the time?—A. Yes, sir.
Q. What makes you sure?—A. Because I went to look at the clock and I know it was pretty near ten. I saw he was in a hurry.
Mr. PAYNE. Did he have any conversation with you on the car?—A. He said he thought he was going to stay in office, hold over under Mr. Holmes.
Mr. STEWART. He did not say what his business in New York was?—A. He said he was going there on business, but he did not say what kind of business.

STATEMENT OF HON. T. C. CATCHINGS, A REPRESENTATIVE FROM THE STATE OF MISSISSIPPI.

Mr. CATCHINGS. Mr. Chairman, I will ask the indulgence of the committee while I make a brief statement in regard to this matter under investigation. The first question which presents itself is as to the relations of the Sergeant-at-Arms of the House to the United States Government in reference to the collection and disbursement by him of the salaries and mileage of members.

I have made a very careful examination of this question, and I have reached the conclusion that he is a public disbursing officer, just as truly so as the Clerk of the House is as to the salaries of the employés and as the Secretary of the Senate is as to the salary of Senators and employés of that body. The Sergeant-at-Arms is an officer created by statute. He is not a creation of the House simply. You will find, upon an examination of the statute, that he has only two or three duties, and those of a trivial character, which are prescribed by statute. Indeed, the very fact that the Sergeant-at-Arms has been provided with a large number of employés makes it very clear to my mind that it was contemplated that other and further duties should be imposed than those designated by the statute. I think no one can question the power of the House to impose such duties on the Sergeant-at-Arms as may be required in addition to those named in the statute creating him.

Now we find, Mr. Chairman, a rule adopted many years ago, and which has been, re-enacted by every Congress since, which undertakes, so far as the House might do it, to make him a disbursing officer as to the salaries and mileage of members. I think no one can read the rule without reaching the conclusion that the purpose of the House was to make him such a disbursing officer, and if this question were to depend solely upon the construction of the rule of the House, your duty would, I think, be an easy one. The rule says it shall be the duty of the Sergeant-at-Arms of the House to collect and pay over the salaries and mileage of members. This is pre-

cisely the language used in defining the duties of officers intrusted with the disbursement of funds under their control.

It has been suggested that being but a rule of the House it fails of its purpose, because it is said that the House can not by itself create such a person as a disbursing officer. It may be stated that this is correct, but we find that subsequent legislation of Congress deals with him in the capacity which the House contemplated he should have and which it endeavored to bestow upon him by its rules. In other words, the purpose of the House has received the sanction of the subsequent legislation of Congress, and Congress has done all that it could do to enable him with satisfactory and reasonable efficiency to perform the duties imposed upon him by this rule. For instance, you find that by an act of Congress he is provided with a cashier, who receives the handsome salary of $3,000 per annum, and that he is provided with a book-keeper, who receives $1,800 per annum, and a paying-teller, who receives $2,000 per annum. These men were not created officers simply as employés of the Sergeant-at-Arms. What were these officers created for if not to enable him to perform the duties imposed upon him by the rule of the House. We know that it is a fact that the Sergeant-at-Arms does not receive or disburse one single cent of money except for the salary and mileage of members. He has no authority to collect from the Treasury even his own salary or the salaries of these gentlemen who are employed in his own office. Those salaries are collected through the Clerk of the House, who is the disbursing officer of the House as to all employés.

What was the purpose in creating these offices of cashier, book-keeper, and paying-teller at these large and munificent salaries; and what was the object in fitting up an office, with all its paraphernalia? The Government has fitted up, at its own expense, an elaborately equipped office, to enable him to discharge the duties designated in Rule 4. It has furnished him with a vault or safe, desks, counters, and all the appliances which we naturally expect to see in an office where large sums of money are handled and distributed. Are we to suppose that these appliances are merely a pretext for the purpose of multiplying offices and voting salaries for unnecessary employés of the House? You must presume that the Sergeant-at-Arms has some functions to perform. If he was merely a private agent of the members of Congress, there can be no other construction of the statute than that he was furnished with all these facilities simply to execute this private agency. I think it perfectly clear that the statute creating these offices was intended to sanction the rule of the House and give it the force and effect of law. I do not see how any other conclusion can be reached.

Mr. STEWART. There is another provision of the statute which bears on the same point, the provision in Revised Statutes that the Sergeant-at-Arms is required by law, etc.

Mr. CATCHINGS. I was coming to that. We find an act passed in 1882. It is quoted in this morning's Post, and I will read it for the benefit of the committee. I want to invite the particular attention of the committee to this statute because, from its language, it is quite manifest that it is intended to still further affirm the idea that the Sergeant-at-Arms is a disbursing officer as to the salary and mileage of members.

That statute refers to some person who has been specially charged by law with the duty of disbursing the salaries and mileage of members of the House of Representatives, and it refers by the same language precisely to the officer who is charged with the duty of disbursing the salaries of the employés of the House and the salaries of the employés and members of the Senate. The idea I want to get at is, that by this act of 1882 the salaries of Senators and employés of the Senate, and the salaries of the members of the House of Representatives, as well as the salaries of the employés, are all expected and intended to be disbursed by some person charged with it, primarily. We naturally ask, Mr. Chairman, who is the person charged with the duty of disbursing the salaries of the members of the House? There can be but one answer to that question, and that is that statute was passed upon the idea that the Sergeant-at-Arms, upon whom this duty has been devolved by the rules of the House, and whom the Government has given all the necessary appliances to enable him to perform this duty, is the person named.

We are not to assume that any statute is enacted idly and in vain. It is familiar to all that where you find a statute on the books it is not permissible to disregard it if by any construction you can give effect to it. We find that the House has furnished clerks and fitted up an office for the Sergeant-at-Arms to enable him to do this. We also find that a contingency is provided for by this act of 1882, that in case there was no Sergeant-at-Arms of the House, and in case there was no Secretary of the Senate or no Clerk of the House who could discharge this duty of receiving and disbursing money, then the person should be allowed to go to the Treasury. That is the only interpretation that can be put upon it. Unless you give it this interpretation you are bound to hold that we have a statute which has no meaning, that Congress was ignorant of its true object, and that the Government has for years been calling into existence officers who have no functions to perform. Are you going to

say to the country that we have been paying $6,000 or $7,000 in salaries to persons who have no duties to perform?

So that if it is said that the rule of the House, of itself, was without effect, when it made the Sergeant-at-Arms a disbursing officer, when you take that rule in connection with subsequent legislation of Congress, you have just as clearly brought him into existence as a disbursing officer as though you had named him in terms in the statute. It is a well-settled rule of law that you are to interpret a statute in view of the condition which was in existence when the statute was created; and we should try to ascertain what was the state of facts which was in the mind of the legislator when he draughted the law. Here was a statute brought into existence when the legislature knew that from time immemorial the Sergeant-at-Arms had acted as the disbursing officer of the House, and had been so dealt with by the House and the Treasury Department. I say that for many, many years, as a matter of fact, the Sergeant-at-Arms has been acting as the disbursing officer of the House. In the knowledge of that fact, the legislature created the offices of cashier, book-keeper, and paying-teller. We would put Congress in a most pitiable and ridiculous attitude if we should say that these offices have been created and that the statute passed in 1882 in absolute ignorance of the law.

Mr. STEWART. Ordinarily, I suppose, where certain officials are paid through a disbursing officer, such pay can only be collected through that officer. This person would only be recognized at the Treasury. For instance, a Senator can not go to the Treasury and draw his pay. He must get it through the disbursing officer. Now, under these certificates which the Speaker issues he certifies that a certain sum of money is due to Mr. Mills, for instance, as a member of the House on a certain day. Do you maintain that Mr. Mills can not go to the Treasury under the law as it stands to-day and collect the money due on that certificate?

Mr. MILLS. Mr. Chairman, I would like to say right here that Mr. Payson, a member from Illinois, told me that he went some time ago to the Treasury with one of his certificates—I do not know whether the Sergeant-at-Arms' office was closed or not, but anyhow he wanted the money—and he told me that he could not get it. The Treasury officials told him he must get his pay through the Sergeant-at-Arms' office. The Treasurer, however, said: "To oblige you, Mr. Payson, I will give you the money myself and you give me your check."

Mr. CATCHINGS. I do not know what the actual practice in the office of the Treasurer is, but I do mean to say that the act of 1882 was passed upon the idea that a member of Congress had to collect his salary through the Sergeant-at-Arms. I will read you the law.

Mr. HEMPHILL. It is not a question so much as to what the practice is as to what the law is.

Mr. STEWART. That is the point. I asked Mr. Whelpley whether if such a certificate was presented by the member himself, and he was identified—if Mr. Mills, for example, goes there with a certificate, whether that certificate would be honored, because it is true that if under the law this certificate was payable in the hands of the member this man is not by law authorized to disburse the money.

Mr. CATCHINGS. I do not think that would follow. It is perfectly clear that th statute of 1882 contemplated that members should collect their salaries entirely through the Sergeant-at-Arms, because it declares if from any cause the Sergeant-at-Arms is unable to disburse this money, then the person can go to the Treasurer, who, under suitable regulations, can make payment. Let us see what these certificates amount to, as a good deal has been said in the newspapers about them.

The CHAIRMAN. Do you think if a member can not collect his pay at the Treasury Department it is because of the act of 1882?

Mr. CATCHINGS. Under a well known rule of law, in order to reach a conclusion, or to attempt to reach a conclusion, we must consider all the circumstances and enactments which relate to the subject matter.

The CHAIRMAN. The reason I interrupted you was because I wanted to state for your information that the statement has been made here by Treasury officials, to the effect that eight or nine years ago a member did collect his month's salary directly from the Treasury.

Mr. CATCHINGS. I think it likely that has been done. I can show you a number of decisions of the Supreme Court where the Government has paid out money illegally. Looking through the reports on this question, it is astonishing that so often officers of the Government have paid out money in violation of statutes. We must take all these circumstances and statutes together for the purpose of getting at the scheme that Congress had in mind, and that scheme was to create a disbursing officer who should be the sole person to collect this money from the Treasury. We must look at the act providing a cashier and book-keeper, and at the act of 1882, and also at the actual condition of things which existed when this legislation was enacted, and we must reach the conclusion that it was clearly intended that this money should be collected through the Sergeant-at-Arms, as it has always been collected. I maintain

that the Treasury has dealt with him as the official authorized to receive this money. He is the only person on the face of the earth who can take a receipt from a member of Congress to the Treasury Department and collect the money upon it, unless the member himself can do it, and it is possible that that has been done sometimes.

Let us see what this receipt is: In the first place, it is a certificate by the Speaker or Clerk, which certifies that there is due to such and such a member a certain sum. The member signs this "Received payment." It is not a receipt to the Treasury, or the Sergeant-at-Arms, or to any person. It does not profess to be a warrant on the Treasury. It is simply required at the Treasury in order that the member may have the Sergeant-at-Arms collect what is due him. A member is not always entitled to his full salary. There are various provisions by which deductions are made from his salary. If a member is absent without leave for a certain time, it is provided that his salary shall be deducted during such absence. So far as the salary goes that is a fixed amount, but inasmuch as the amount which the member is entitled to is always uncertain, he is not allowed to draw anything until he has secured this certificate; or, in other words, until his claim against the Government has been audited and passed upon. The Clerk or Speaker audits the amount due him. Primarily, the Sergeant-at-Arms would be entitled to draw an amount equal to four hundred and sixteen times the number of members; but, as a matter of fact, there might have been a deduction of the salary of every member of the House; and so far from the Sergeant-at-Arms being entitled to $135,000 for a month, he might in fact be entitled to draw only $100,000.

The CHAIRMAN. Have you ascertained what the custom has been about the signing of those certificates? They are signed by the Clerk or the Speaker. They are also signed by the member underneath. Does the member sign before the Clerk in point of time? And does the member get them from the Sergeant-at-Arms or the Clerk?

Mr. CATCHINGS. I presume they are gotten from the Clerk.

Mr. STEWART. I suppose you know that the Treasury Department keeps no account with the Sergeant-at-Arms, but keeps an individual account with each member.

Mr. CATCHINGS. It is natural that that would be so.

Mr. STEWART. What do you say, then, in regard to his being a disbursing officer, in the light of the letter of the Secretary of the Treasury addressed to the Forty-sixth Congress, which calls attention of Congress to the fact that the Sergeant-at-Arms is not a disbursing officer, and recommending the passage of a bill. That recommendation has been made by successive Secretaries for a number of years.

Mr. CATCHINGS. That was prior to the act of 1882. Congress differed with the Secretaries about that, and passed the act of 1882 upon the supposition that there was a disbursing officer. Congress has dealt with him as a disbursing officer. If Congress has not dealt with him as a private individual, it must have dealt with him in his capacity as Sergeant-at-Arms. The substantial thing which the Treasury requires is a certificate. The signature at the bottom cuts no figure. The Secretary of the Treasury can not know how much money the Sergeant-at-Arms is entitled to draw, unless he had a certificate, which is simply a claim. A member might be entitled to draw only $100, or even less, if he had been absent part of the month. If I were to fill out a check for my salary for November, supposing it had not been collected, and were to give it to you, Mr. Chairman, you could not go to the Treasury and collect the money on it. I do not know that I could do so myself; I certainly could not under the law. I have no power to appoint a private agent. It is not possible for me under the law to create an agent who shall be entitled to go to the Treasury and draw my money. If I were to give my friend Mr. Payne a power of attorney executed in the most complete and formal manner, authorizing him as my attorney to go to the Treasury for me and collect my salary, the Treasury would ignore it. Why is this true? Because it is expressly declared in the statute that the Treasurer shall not recognize an assignment of a claim, or power of attorney, or pay out money except by a warrant drawn in favor of the owner. It expressly declares that all transfers, assignments, or powers of attorney shall be absolutely null and void. So I say that if it had been my purpose to make Mr. Leedom my agent to go there and collect my salary, I could not have done it. If what I have stated is true under the law, what becomes of this agency proposition? That is the law beyond any question in the world.

Mr. HOLMAN. That provision of the act of 1852 is incorporated into the rules of the House.

Mr. HEMPHILL. You were speaking of the power of appointing an agent who might on your authority go and draw your salary with a power of attorney. Can you refer to the section?

Mr. CATCHINGS. It is section 3477 of the Revised Statues, which reads as follows:

"SEC. 3477. All transfers and assignments made of any claim upon the United States, or any part or share thereof, or interest therein, whether absolute or conditional, and whatever may be the consideration therefor, and all powers of attorney, orders, or other authority for receiving payment of any such claim, or any part or share thereof, shall be absolutely null and void, unless they are freely made and

executed in the presence of at least two attesting witnesses, after an allowance of such a claim, the ascertainment of the amount due by the issuing of a warrant for the payment thereof."

If I had given my check to Mr. Leedom as my agent, the Treasury would not have recognized it. Yet the Treasury has always paid this money to the Sergeant-at-Arms without the slightest objection. If Mr. Leedom had gone there as my private agent he could not have collected a dollar of this money, and yet he did collect it as Sergeant-at-Arms without the slightest hesitation. The Treasury has for years recognized him as an official entitled to receive this money and disburse it. I can not account for these payments upon any other theory. If the contrary is true, here has been a systematic violation of law going on for years by the Treasury making payments in express violation of law, by the officers paying out money illegally, and by the members receiving it. What is to become of the safeguard of the Treasury if we ourselves violate the law? If we suffer the officers to violate the law and the Treasury to violate it, how can we justify it before the people? Can it be possible that the Sergeant-at-Arms has been for years going in violation of law and collecting money from the Treasury? Have we indulged and sanctioned such action?

I think you need have no difficulty in reaching a conclusion, because of the statutes which I have already cited. If Mr. Leedom was my private agent, I could have made any one else my private agent just as well. I do not think anybody will say, after reading the statute, that I could have collected the money through such an agent. The fact is that the Sergeant-at-Arms went there in his official capacity, asserting his right, and demanding a reception of this money by virtue of his office, and that right was recognized, and has always been recognized by the Treasury. To put the same question in a little different way sometimes helps to elucidate a point. Let us suppose that the House had never adopted Rule 4, creating the Sergeant-at-Arms its disbursing officer. Let us suppose there was no cashier or paying-teller and no paraphernalia in the office. Let us suppose that the act of 1882 recognized that there was no disbursing officer of the House. Let us suppose that these things had never existed, and that the Sergeant-at-Arms had taken down these certificates; do you suppose that the Treasury would have paid them? No, never on the face of the earth.

It may be that my personal interest in this matter has swayed my opinion, but to my mind it is perfectly clear that he was and always has been an officer of the law entitled to receive this money. It has been in evidence before you as to the manner in which this last month's salary was drawn. It was drawn at different times. Take the amount drawn on the 28th and divide it by 416, and you will observe it does not give an even result.

The CHAIRMAN. I thought it did.

Mr. CATCHINGS. In one case it does, but in another case it does not. Twice or three times he received a large sum of money, which does not tally.

Mr. PAYNE. He took up certificates a second and a third time, and they balance. In my case, I served only the fraction of the month of October. That accounts for the discrepancy.

Mr. CATCHINGS. That may account for it. I was not aware of that.

There is another aspect of this question. The statute declares that the salaries of members shall be paid upon certificates signed by the Clerk of the House, up to the beginning of the session of Congress. After the beginning of the session, they shall be paid upon certificates signed by the Speaker of the House. It is a perfectly clear proposition that this money was paid upon certificates not properly signed—that is to say, it was paid upon certificates of the Clerk, which he had no authority under the law to give. This money was paid after the beginning of the first session of the Fifty-first Congress, and the Clerk by signing the certificates exceeded his authority, perhaps inadvertently, and that action simply became a nullity. There was no authority for paying the members their salaries upon these certificates signed by the Clerk, for the month of November. Moreover, it was paid by the Treasurer many days before it was due.

If it is to be decided that Mr. Leedom was but the agent of members, if we are to reach this conclusion (and I do not think it is sound), but if he was our agent, the Treasury has paid this money in violation of law, and the Treasurer is the only person responsible for it, and the Sergeant-at-Arms is not. I do not wish to reach that conclusion, and it is not necessary that we should do so, as the Treasurer has no authority to make payments to a private agent. No man is allowed to be ignorant of the law, and the Treasurer should have known this was unlawful. But, Mr. Chairman, let us see how easily that can be answered. If you deal with Mr. Leedom as a public disbursing officer, there is no difficulty about it, because in that view the handling of the money from the United States Treasury by Mr. Leedom is a proceeding which the law contemplates. In other words, these certificates were but a requisition on the Treasury, and the money to pay them could have been drawn by Mr. Leedom, and there is no reason why the Treasurer could not have supplied him with the money thirty or sixty days in advance, if he chose to do so.

But Mr. Leedom could not lawfully have paid the amount to members until their salaries were due. I do not know that I make myself clear. There is nothing to prevent the Treasurer paying this money, if we treat Mr. Leedom as a disbursing officer; but if you treat him as a private agent, then the Treasury exceeded its authority, and unlawfully paid this money out. But nobody wants to reach this conclusion, because it is not necessary to do so.

I do not know but that I have taxed your patience upon this matter.

Mr. BLOUNT. What do you say as to the fund that has been deposited with the Sergeant-at-Arms?

Mr. HOLMAN. Please express your views upon that question.

Mr. STEWART. That is not a thing that this committee has anything to do with.

Mr. CATCHINGS. If you say that an agency existed between each member and the Sergeant-at-Arms, then upon whom does this loss fall? We know that on one day Mr. Silcott took up these various forged notes; another day he took $60,000 and carried it to New York. If he was the agent of the members, you must ascertain whose money he ran off with.

The CHAIRMAN. He did not take the entire $60,000; but two packages of $200 were turned into the vault.

Mr. CATCHINGS. That simply adds to the complication. If my salary was fortunate enough to escape this man, I would be entitled to have it paid to me. But if Mr. Mills's salary, for instance, was taken, then he must pocket the loss. If you take the view which I have advocated, then there is a simple way out of the whole matter, by making an appropriation to cover the amount of the certificates he ran off with.

As to the validity of his bond, I would not like to express an opinion until I had seen the bond, as bonds are written in various ways. If it is drawn to the United States, the Government could sue on it.

The CHAIRMAN. I am informed it was a bond that he would properly pay the salaries of the members of the Fiftieth Congress.

Mr. CATCHINGS. I think the statute makes the Sergeant-at-Arms continue until his successor qualifies. The court might take a broad view of it. It is contemplated that the Sergeant-at-Arms should be under bond.

It can not be disputed that the act of 1852 was predicated of the idea that there was some person specially charged with the duty of disbursing the salaries of Members and Delegates of the House of Representatives; nor can it be denied that the person so assumed to be charged with that duty is the Sergeant-at-Arms.

The same may be said of the various acts of Congress providing that officer with a cashier, book-keeper, and paying-teller.

If it be the law that notwithstanding the implied sanction and adoption by these several statutes of Rule 4 of the House, they can not be given the effect they were designed to have, because there is no statute which in terms makes the Sergeant-at-Arms a disbursing officer. Let us see what condition we find ourselves in in respect of other officers and other matters pertaining to the business of the House.

By Rule 2 (Dig., 2d sess. 50th Cong., 238) the Clerk, Sergeant-at-Arms, Doorkeeper, Postmaster, and Chaplain are to continue in office until their successors are chosen and qualified.

There is no statute declaring that they shall so hold.

We find, however, that this rule of the House has received the implied sanction of Congress, and that various provisions of the statutes have their foundation upon the idea that these officers do hold over, as provided in this rule.

For example, Representatives and Delegates may receive their compensation upon certificates of the Clerk, up to the beginning of the first session of each Congress. (Sec. 38 Revised Statutes.) This statute was passed upon the assumption by Congress that the Clerk of one Congress was to hold until his successor in the next should be elected.

Now, if this statute is inoperative because we can find no law making the Clerk hold over, then every payment to members during the interval between the expiration of one Congress and the beginning of the next has been unlawful.

Again, we find that by section 60, Revised Statutes, the Clerk is required to submit to the House, at the commencement of each session, a statement of the nature therein defined; and that after the close of each session he is, by section 64, Revised Statutes, required to prepare and publish a statement of all appropriations made during the session.

These statutes were also passed upon the assumption by Congress that the term of the Clerk did not end with the expiration of the Congress which elected him. So by sections 31, 32, and 33, Revised Statutes, it is made the duty of the Clerk, the Sargeant-at-Arms, and the Doorkeeper in the order named in certain cases to prepare the roll of Representatives-elect. These sections were also enacted upon the idea that these officers hold over until their successors are qualified.

So the Doorkeeper, by section 73, Revised Statutes, is required in the recess, under the direction of the Clerk, to take care of the apartments of the House.

This section was enacted upon the assumption by Congress that the Clerk and Doorkeeper held over during the recess.

All of the statutes cited were enacted in recognition of Rule 2 of the House, which makes these officers hold over until their successors are chosen and qualified, and when taken in connection with that rule they have the effect in law of so fixing their tenure. But these statutes are all void and nugatory if, before they can become operative, it must be shown that there was a law fixing their tenure; and the intention of Congress must fail, no matter how plain it may be.

There is no difference between the case of these statutes and those enacted upon the theory that the Sergeant-at-Arms is a disbursing officer. In both cases Congress has acted upon the assumption that the provisions of a House rule were law, or expressed the law, and if the statutes in one case must fall they must also fall in the other.

The converse of this is also true; and if they can be maintained in one case, they can be in the other. If the right of the officers named to hold over until their successors are qualified, and meantime to enjoy their offices with all their honors and emoluments, can be deduced from rule 2 and the various statutes cited, we may with equal right deduce from rule 4 and the act of 1882, and the acts creating the cashier, paying-teller, and book-keeper, the right and duty of the Sergeant-at-Arms to act as disbursing officer.

We have still another evidence that Congress has by implication sanctioned the rules of the House and treated them as having the effect of law.

By Rule 24, of the House, as it appears in Barclay's Digest, first session Forty-fourth Congress, p. 166, it is provided that—

"The fees of the Sergeant-at-Arms shall be, for every arrest, the sum of $2; for each day's custody and releasement, $1; and for traveling expenses for himself or a special messenger, going and returning, one-tenth of a dollar for each mile."

By Revised Statutes, section 53 (and the act of June 20, 1874), it is provided that in addition to his salary he shall receive no fees or other compensation in connection with his office. This statute was intended to and did annul the House rule. It recognized the validity of the rule by abrogating it, and impliedly sanctioned all other House rules relating to the Sergeant-at-Arms (including that making him a disbursing officer) by not abrogating them.

It is undoubtedly true that all the legislation regarding the officers of the House has impliedly recognized the rules of the House defining the rights and duties of such officers as of binding force, and has been designed to give effect to rather than to ignore them.

I thank you for your kindness in listening to me.

TUESDAY, *December* 10, 1889.

The committee met at 11 o'clock a. m. pursuant to adjournment, and all the members being present.

STATEMENT OF HON. W. P. TAULBEE.

Mr. TAULBEE. After my term in Congress expired, which was on the 4th of March last, I continued, through the courtesy of the officers connected with the Sergeant-at-Arms office, to do a little banking business through that office. Last spring I made a deposit of several hundred dollars in money—I do not remember just how many—for safe-keeping, as I would have done in any other bank, subject, however, to my draft: but generally I only kept such money on deposit as I thought necessary to meet such drafts as I should want to draw on the Sergeant-at-Arms, and, if my memory serves me correctly, some two months ago, or perhaps less, I drew out all the money I had with the Sergeant-at-arms. It then became convenient for me to draw some drafts and send them away to be paid here. I had my money here and I wanted to make some payments to parties in Kentucky. I recollect I wanted to send some money to my son, who is at school in Kentucky, and I drew the drafts for the purpose of sending them away, and I deposited with the Sergeant-at-Arms money to meet such drafts. These drafts were drawn on the Sergeant-at-Arms. I gave the money to Mr. Silcott or to Mr. Ballentine, I do not remember which—perhaps at one time one and perhaps at another time to the other—to meet these drafts.

The CHAIRMAN. The exact sum?

Mr. TAULBEE. The exact sum. Some of the drafts have not been paid. Mr. Ballentine informed me this morning that the money I deposited always went into his drawer. It seems, from information that I have, that Mr. Silcott had one side of the safe in which he kept his funds.

Mr. BLOUNT. This went into Mr. Ballentine's drawer?

Mr. TAULBEE. Mr. Ballentine informed me of the fact this morning. I am informed by him that at no time had that money I put in to meet drafts gone into Mr. Silcott's side of the safe.

The CHAIRMAN. Where did it go, on the books?

Mr. TAULBEE. I am not apprised of the facts in reference to that. I presume it did. There was some of it, however, I know did not.

The CHAIRMAN. It did not go on the books?

Mr. TAULBEE. No, sir; so I am informed by Mr. Ballentine.

The CHAIRMAN. Then his cash would be over.

Mr. TAULBEE. I presume it is. I make this statement: The Monday after Mr. Silcott left I put some money in there which was put in an envelope to meet a draft I had drawn in favor of the Catlettsburg National Bank—a small sum. It was put in an envelope and marked for the purpose it was put there, and that was on the Monday after Mr. Silcott left. I have not seen the envelope, but Mr. Ballentine has the same recollection that on the envelope was indorsed the purpose for which it was left.

Mr. REED. That would not enter into the cash account.

Mr. TAULBEE. I reckon not. That was $25. The balance is a small amount—I do not know just how much—but it is not a very great amount, because some suggestions had been made to me by a friend with reference to the propriety of keeping so much money in there, and I only kept such money in there as would meet the drafts I had issued or was likely to issue in the future. What I ask the committee—or rather what I wish to suggest to them—is that inasmuch as my deposits have been made for a certain purpose understood by the officers receiving them, I regard that transaction as being in the nature of a private transaction between them and myself. I so regarded it at all times after the expiration of my term in Congress. I do not regard it as a banking institution, and I had the utmost confidence in Mr. Silcott and everybody else connected with the concern. The necessity of it was suggested to me by the fact that I had business transactions with friends—my brother, for instance, who often took the liberty of drawing on me without notice—and he had been accustomed to draw on me through the Sergeant-at-Arms' office. Hence you see the propriety of my having money there to meet the drafts. They understood they were to honor his drafts if there was anything to my credit.

The CHAIRMAN. You say that some of the drafts have not been paid?

Mr. TAULBEE. Yes, sir.

The CHAIRMAN. I want to ask in reference to those that have not been paid. You say your custom was to make a cash deposit in order to meet drafts on you, and you say you do not think they constitute a regular deposit.

Mr. TAULBEE. No, sir. This is one of the cases in which the money was put in an envelope and labeled.

The CHAIRMAN. Can you remember the form of the drafts?

Mr. TAULBEE. It was the same draft we used when I was in Congress. It was simply a check—the same kind of check you sign when you draw your pay.

The CHAIRMAN. Whenever you made such a check and signed it, why, you made a deposit of the exact amount of that check.

Mr. TAULBEE. Or if I expected any one should draw on me through the Sergeant-at-Arms. This deposit was put in an envelope. I did not make that draft, but I telegraphed the cashier of the bank to draw on me through the Sergeant-at-Arms; after which I telegraphed my brother to draw on me. That I understand has been paid. There was perhaps a check of mine which I sent to my son to pay for his tuition, etc.

The CHAIRMAN. Can you ascertain what drafts still remain unpaid?

Mr. TAULBEE. I suppose I could. I had thought of doing that, but when I went to the office of the Sergeant-at-Arms this morning I found the teller busily occupied, and I disliked to annoy him. I thought, too, perhaps the committee might want him to make a statement about it.

The CHAIRMAN. You might ask Mr. Ballentine in regard to it.

Mr. TAULBEE. I would have done that but from the fact that he was busily occupied, and I thought his statement about it, on account of his having the books in custody, would be more authentic.

The CHAIRMAN. If you find him at leisure please ask him to do that.

Mr. TAULBEE. What I would like the committee to do would be to direct the teller to pay me or give me what is to my credit if they think I would be entitled to it under an equable adjustment of matters.

The CHAIRMAN. I would rather you would postpone your request for a day or two.

Mr. TAULBEE. Very well; then, Mr. Chairman, I simply leave it in "soak," as it were. I thank the committee for their kind attention.

STATEMENT OF HON. JOHN H. GEAR.

The CHAIRMAN. You are on this list as having signed a note dated September 9, and due December 4, 1889, for $416, which, by the statement of the Metropolitan National Bank, was discounted in that bank in this city September 17, 1889, by C. E. Silcott, cashier.

Mr. GEAR. I never gave any such note. In fact, at the time that note purported to have been given I was on the Mississippi River on my way to St. Paul.

Mr. HOLMAN. I move that the final balance-sheet showing the condition of each one of the charges against the office be incorporated in the testimony.

The motion was adopted.

TESTIMONY OF FREDERICK T. MILLER.

FREDERICK T. MILLER sworn and examined:

By the CHAIRMAN.

Q. What is your full name?—A. Frederick T. Miller.

Q. Where do you live?—A. I have been living in Washington, but I have been residing in New York for about three or four years, being off and on for some months in Washington during the winter.

Q. Does your family live here?—A. Yes, sir.

Q. Who is your father?—A. George O. Miller.

Q. Where does he live?—A. Seven hundred and twenty-five Sixth street.

Q. Are you part of the time in New York?—A. Yes, sir.

Q. What is your New York address?—A. One hundred and four 42d street.

Q. What is your occupation?—A. I am with the running horses. I have had an interest in a book-making establishment on the track.

Q. In a racing or betting establishment?—A. Yes, sir.

Q. I understand you wanted to come before the committee and contradict a statement in the papers in regard to having met Mr. Silcott in New York?—A. Yes, sir.

Q. Go on and tell what you know about it.—A. All I know is I have not seen Mr. Silcott since the 7th of last October. I came on and staid a day and went back to New York that night.

Q. Where did you see him?—A. At the race track at Ivy City.

Q. Did he go there to attend the races?—A. Yes, sir.

Q. Did you go there as a book-maker?—A. No, sir; there is no book-making. The races were a failure here this fall.

Q. When were you said to have seen him in New York?—A. Monday night.

Q. And are you said to have bought some tickets for him?—A. Yes, sir; the papers said that.

By Mr. HEMPHILL:

Q. Did you buy any tickets?—A. No, sir.

Q. Do you know any thing about him now—where he is?—A. No, sir.

By the CHAIRMAN:

Q. Did you ever see Mr. Silcott in New York?—A. Yes, sir.

Q. Where?—A. At the race track.

Q At what race track?—A. Monmouth Park, Long Branch, and Sheepshead Bay.

Q. Did you ever see him in any business place in New York?—A. No, sir.

Mr. HEMPHILL. Did he bet pretty heavily?—A. No, sir; I have never seen him bet over $50.

By the CHAIRMAN:

Q. How often have you seen him in New York or about New York?—A. I have seen him off and on, I guess, for a couple of years.

Q. Was it always in connection with racing?—A. Yes, sir.

Q. Do you know where he generally staid in New York?—A. No, sir.

By Mr. STEWART:

Q. Did you ever see Mr. Leedom on the race-track?—A. Yes, sir.

Q. In New York?—A. Yes, sir; I think I saw him once in New York.

Q. Here in Washington?—A. Yes, sir.

Q. Were he and Mr. Silcott together on the race-track?—A. No, sir; I do not believe I have ever seen them together on the race-track.

Mr. HEMPHILL. Did Leedom bet?—A. I never saw him bet.

By Mr. PAYNE:

Q. Were you ever in the employ of the House?—A. Yes, sir.

Q. How long ago?—A. I was a page under Colonel Hooker in the Forty-seventh Congress.

Q. Not since then?—A. No, sir.

Mr. HOLMAN. I move that we adjourn until half-past 10 to-morrow.

The motion was agreed to, and thereupon the committee adjourned to meet at half-past 10 o'clock Wednesday morning, December 11.

HOUSE OF REPRESENTATIVES,
Washington, D. C., December 16, 1889.

The committee met at 10 a. m.; all the members present.

TESTIMONY OF J. P. LEEDOM—Recalled.

J. P. LEEDOM, recalled.

By the CHAIRMAN:

Q. Mr. Leedom, you have given evidence before the committee in regard to the Silcott defalcation, and if you desire to make corrections in any statements previously made by you, or make additional statements in reference to any matter, please do so, stating it in your own way.

Mr. LEEDOM. On page 6 of the printed testimony the following questions and answers occur:

"The CHAIRMAN. Your idea is that he may be in Canada?—A. My idea is that he is in Canada, and that he is there with a woman.

"Mr. PAYNE. What reason have you to believe that he is there with a woman?

"Mr. LEEDOM. Because I find that he has been keeping company here with a woman who has left town, or is reported to have left town. Her home is in Canada, so I am told.

"The CHAIRMAN. Has this been going on for a good while?

"Mr. LEEDOM. I do not know how long. I have only known about it in the last few days, since these facts have been developed."

Mr. LEEDOM. What I meant to state was this: I have only known of it since this defalcation was developed, and since the departure of Mr. Silcott, that he has been keeping a woman, but knew that he had been seen with her.

Mr. PAYNE. You did not know that he was keeping the woman, but knew he has been going with her?

Mr. BLOUNT. What do you mean by "being seen with her?"

Mr. LEEDOM. I mean that I had seen him standing on the streets with her. On page 33 I find the following question and answer:

"Q. When these notes were taken from members previous to this time on the 20th of September, of course they paid discount at the time they got the money. You do not mean to say that $8,000 or $9,000 had been used out of your private funds? Probably that came out of the cashier's funds in the Sergeant-at-Arms's office?—A. The cashier's fund. That never remained there. Of course it might remain four or five days, and in case of that sort it was always carried to the bank, and the bank advanced the money. We might have advanced money on the notes, and then carried them to the bank, and the bank would discount them and give Mr. Silcott the proceeds, which would be brought back here."

What I wanted to say was, that whenever these notes were carried from the office to the bank the bank discounted them and gave us credit on their books for the proceeds. In the first place, a note was given directly to Mr. Silcott as cashier. Mr. Silcott, as such cashier, carried the notes to the National Metropolitan Bank, and there they were discounted. The only profits that accrued to me in the discount was the difference between the amount obtained from the member and the rate at which the bank discounted them.

Mr. PAYNE. I understand you to say that Mr. Silcott took these notes from the members and charged the discount on his book?—A. Yes, sir.

Q. And that afterwards, you do not know how long afterwards, the notes were taken to the National Metropolitan Bank, and they were rediscounted there at a rate of either 6 or 8 per cent., you do not know which?—A. I do not know which.

Q. I want to know whether, as a matter of fact, the amount of the notes, less the discount, was not credited on the books to the member at the time he gave the note?—A. Yes, sir.

Q. That was the usual course of business, and they drew their checks?—A. Yes, sir.
Q. In the same manner as they draw their salaries?—A. Yes, sir.

By the CHAIRMAN:

Q. I will ask you whether it does not appear upon the bank's books that the amount Silcott got credit for was the face of the notes?—A. He got credit for the face of the notes, and therefore the discount was taken out of my private funds.
Q. Do you think it was paid to the bank in currency?—A. The whole transaction was between Silcott and the bank.
Mr. PAYNE. You do not know whether any discount was charged by the bank?
Mr. LEEDOM. I only know what Silcott told me.

By the CHAIRMAN:

Q. Do not the accounts of the bank show the entire transaction between C. E. Silcott, cashier, and the bank with reference to those notes?—A. The books ought to show that.
Q. Didn't the bank give Silcott credit for the face of the notes?—A. I do not know; I have not seen its books; I so understood.
Q. The amount of September 17 was $14,560?—A. It was $14,560. That is the face of the notes. I know this item as credited is correct, and that is why I want you gentlemen to bring the books here, and have it explained why these entries were placed there.

By Mr. BLOUNT:

Q. When a member came to you to discount a note you stated that the note was taken to the bank and discounted at 6 or 8 per cent.; was there a profit to you?—A. Yes, sir.
Q. Prior to that, by agreement with the member, you charged him, say, $3.50 profit on the small sum of $417?—A. Not always that much.
Q. The profit to you was the difference between the bank's rate and the rate agreed upon between you and the member?—A. My profit on the paper was the rate of interest which accrued during the time we held the note.
Q. You did not deduct the amount that the bank charged you as their rate?—A. So long as we carried the note the whole of the interest would accrue to me. Whenever we carried it to the bank and discounted it we would have to pay the bank.
Q. Do I understand that sometimes, instead of the paper going to the bank, it was discounted in your office, and held?—A. It was held until it was carried to the bank?
Q. And the bank got no profit?—A. The only pay the bank derived was the profit of rediscounting the note for the remainder of the time before maturity.
Q. You were in the habit, therefore, of discounting the notes of members with the funds of the Sergeant-at-Arms's office. Is that true?—A. With funds that had been deposited there as well as with my own cash.
Q. Did you confine it to your own cash?—A. I would not say positively as to that, because I do not know whether the funds that were in the office were in such shape that we could always tell whether it was out of the members' salaries or out of the money left on private deposit. We always had a credit at the National Metropolitan Bank. I do not remember a single day that we did not have money there. All the money that was there was money that went to the bank through individual deposits. At one time there was $65,000 in cash in the bank belonging to our office, but I did not know it until several days after the deposit. I told Silcott he had no right to take the money there, and there was no reason for it, but he gave a reason which I suppose ought not to be made public.
SEVERAL MEMBERS. State it.
Mr. LEEDOM. Mr. Silcott spoke of the matter to me in this way: He said that there was considerable competition among the banks of the city, and each one was trying to outdo the others in showing large deposits. He said that Mr. White had come to him and asked him if he did not have a surplus to leave with him for a few days, stating that they wanted to make a report showing the deposits as large as possible. The money was drawn out in a few days afterwards. This may be a reflection on the bank.
Mr. PAYNE. Did they make him any present for that?—A. I do not know.
Mr. BLOUNT. So far as you know, in discounting notes in the office, they may have discounted them sometimes with the salaries of members, or may have paid them out of your private funds, or Silcott's private funds?—A. The money may have been paid out of deposits, out of my private funds, or out of Silcott's funds, and possibly out of the general fund, that is, out of the mileage and salaries of members.

By Mr. PAYNE:

Q. I think you said a few minutes ago that these notes when discounted were credited to the accounts of members, less the discount?—A. Yes, sir.

Q. And sometimes paid in cash. They were generally credited to members' accounts in your office, and the member would give a check on the Sergeant-at-Arms. Were those checks always paid by Mr. Ballentine?—A. I would not say always.

Q. They were nearly always paid by Mr. Ballentine, and when paid by him it was out of his compartment in the safe. He had nothing except Government funds?—A. He had what money was given him by Silcott and depositors. Whether Silcott gave him Government funds or other funds I do not know. The money in the office was never kept separate. If a man came in and deposited $500 or $1,000 cash it was given to Ballentine and put in the safe.

Q. And it was generally paid out of the Government fund?—A. No, sir; I did not say that. If *you* separate the fund, all right. I can not separate it, because the cash funds were not kept separate.

Q. Your private funds were mingled with the Government funds?—A. I had a private account, and they paid out of both funds I have a private account there, any my own transactions in the office have always been through the paying-teller.

Q. Your private account appears on the ledger?—A. Yes, sir; sometimes I had money in Silcott's side of the safe, accruing from discounts that Silcott had not settled with me.

Q. The ledger truly represents your private account?—A. Yes, sir.

By Mr. BLOUNT:

Q. You spoke of the sum of $10,000. This fund in Silcott's compartment of the safe accrued out of discounts?—A. No, sir; only a portion of it.

Q. Then that $10,000 was down in the bank?—A. I never had any account anywhere in any bank in Washington. The office was the banking office, and I kept my accounts there just as members kept theirs. When I was elected Sergeant-at-Arms I had $3,000 in money. Up to that time I had kept my bank account in Ohio.

By Mr. PAYNE:

Q. Did not the individual accounts show a balance against you of some $1,500?—A. Yes, sir. I would not say as to the exact amount.

By Mr. BLOUNT:

Q. I would like to know whether there was any money or funds of yours in the compartments of Silcott in the safe?—A. Yes, sir.

Q. Do you know what the last balance on the books is?—A. It is December 4 or 5. I have a credit there of $188. There is no charge against me on the books.

By Mr. PAYNE:

Q. The last balance previous to that was when?—A. The 25th day of November.

Q. That would seem to show overdrafts against you on the books of the bank at the same time these notes were discounted, and that these notes were discounted, not out of your private funds, but out of the funds of the Sergeant-at-Arms' office.—A. I have said that they were not always discounted out of my private funds. Whatever money the pass-book showed the discounts amounted to belonged to me, which was some $1,869.

Q. That is what you claim. I think it belonged to the Government.—A. I think not. Members of Congress asked me to discount their notes for them, or rather asked Mr. Silcott, as he transacted all that business.

Mr. PAYNE. I was telling my private opinion.

By the CHAIRMAN:

Q. As to the mode of conducting this discount business, the notes were originally discounted for members at a rate which perhaps was over 10 per cent. per annum They would then be taken to the bank, and your impression was that the bank discounted them at 6 or 8 per cent. But is it not true that those notes were entered to the credit of C. E. Silcott, cashier, at least on the 17th of September, and perhaps on other occasions?—A. I do not know.

Q. Do you not think that those discounts ought to appear in some other part of the bank's statement?—A. Yes, sir; that is why I want the books brought here.

Q. Were those amounts paid in currency or paid in checks on the bank? If paid by check, it would appear on the books.—A. Yes, sir; and if paid in cash, it would not.

Q. Do you know whether it does so appear?—A. No, sir; I do not.

Q. All you know of the bank discounts is simply a statement derived from Silcott?—A. Yes, sir; the notes were all drawn in favor of C. E. Silcott, cashier. The bank would discount them in Silcott's name, and Silcott would indorse upon them "C. E. Silcott, cashier," which made him responsible for the notes. We have lost by those discounts twice. Mr. Mackey, who was a member of the Forty-eighth Congress, got us to make a discount for him, as he wanted to get a monument erected to his mother and father, and he said if he could get the money in advance he could

procure the monument cheaper. I discounted his salary, and before the maturity of the note Mr. Mackey died, and up to this time I have not been able to get one cent of that money, which amounted to over $900. Another time, Mr. Reed, of North Carolina, got us to discount some notes for him. He resigned, leaving two of the notes unpaid. Those notes are still unpaid. These are the only losses we have had, and they come out of my money.

By Mr. HOLMAN:

Q. In your testimony on page 42, the following question was asked you: "Was the bond given by Mr. Silcott similar to this one given by Mr. Ballentine?" To that you answered, "It is. I can not state the date, but my bond will be here to-morrow or next day, as I have telegraphed for it. It is a copy of Ballentine's bond, except that the word 'cashier' is used, instead of 'paying teller.'" Have you the bond mentioned in that answer, Mr. Ballentine's bond, and, if so, will you furnish a copy of it to the committee?—A. I have a copy of the Ballentine bond, which I thought was in evidence. Mr. Silcott's bond is not here, but I have telegraphed for it, and I have a letter from Judge Towle, who is the custodian of it, giving his reasons for not sending it. I furnish the following as the correct copy of the Ballentine bond mentioned:

The bond was put in evidence, and is as follows:

"Know all men by these presents that I, H. L. Ballentine, principal, as paying teller for J. P. Leedom, Sergeant-at-Arms of the House of Representatives of the Forty-ninth (49) Congress of the United States of America, and J. G. Ballentine and W. F. Ballentine, as sureties, are firmly held and bound unto J. P. Leedom, Sergeant-at-Arms of said House of Representatives of the Forty-ninth Congress, in the penal sum of fifty thousand ($50,000) dollars, for the payment of which we do hereby bind ourselves, our heirs, executors, and administrators should default be made in the conditions following, to wit:

"The condition of the above obligation is such, that if the said H. L. Ballentine, as paying teller of said House of Representatives of the Forty-ninth Congress, shall well and truly account for all moneys coming into his possession as such paying teller, and produce proper vouchers to the cashier and book-keeper as an offset for the same, and shall well and faithfully perform all the duties of said paying teller, then the above obligation is to be void; otherwise to remain in full force and virtue in law.

"In witness whereof we have hereunto set our hands and seals this day of December, A. D. 1885.

"H. L. BALLENTINE.
"J. G. BALLENTINE.
"W. F. BALLENTINE."

"COUNTY OF GILES,
"*State of Tennessee and town of Pulaski, ss:*

"Before me, Charles P. Jones, a notary public within and for said county, personally appeared the within-named J. G. Ballentine and W. F. Ballentine and acknowledged the signing and sealing of the foregoing instrument this 26th day of December, 1885.

[SEAL.] "CHARLES P. JONES,
"*Notary Public, Giles County, Tenn.*"

Q. As I understand you, the last of the Silcott bonds was executed in 1885, and the first in 1883?—A. The last in 1885, and the first in 1883.

Q. And with that exception, it is in the same condition as the Ballentine bond?—A. Yes, sir; except with slight changes. The name of Ballentine was changed to "Silcott," and the words "paying teller" to the word "cashier." A condition of the Ballentine bond is that he must produce vouchers to the cashier and book-keeper. That language is changed, and that bond is made to me.

By the CHAIRMAN:

Q. Who prepared your bond when you first came into office?—A. It was copied from a bond on file in the First Comptroller's Office, namely, the bond of George W. Hooker. It was copied in the Comptroller's Office. When I took the bond to the Comptroller to be filed there he examined it, and because the word "seal" had been written, and there had not been any little wafers over it, he declined to receive it.

Mr. HOLMAN. The criticism of the First Comptroller was as to the form of the bond, and not as to its amount?

Mr. LEEDOM. Technically, the objection was as to the wafers.

Mr. HEMPHILL. Did he read the whole bond over?

Mr. LEEDOM. He must have read it over.

Mr. BLOUNT. Did you take it there for his approval?—A. I took it up to file it or leave it with the Comptroller. When he looked at it he said it had no seal upon it, and I made out another bond.

By the CHAIRMAN:

Q. Are you prepared to make any statement to the committee in regard to whether you are willing or able to make good any part of this deficiency?—A. I am willing to turn over everything I possess, and I will state what that consists of. I am not a rich man, but I am willing to give all I have. It consists of a house and lot in West Union, Adams County, Ohio. That cost me $7,500. I have one-half acre of ground additional in the town of West Union. I can not say what it is worth, but it cost me $500.

Q. Is it worth more or less?—A. It is worth $500. I have a one-fourth interest in a tobacco warehouse that cost me $500.

Mr. HOLMAN. In the same town?

Mr. LEEDOM. In the same town. I have an assignment of judgment which I paid for my father, that cost me $300. It is on 20 acres of ground in Sprigg Township, Adams County, Ohio. I hold the tax-title to the house in which my father and mother live. My father is about seventy and my mother is about sixty-eight years of age. That tax-title I paid when the property was sold for taxes, and they were not able to redeem it. In addition to that, I have paid $1,800 security debt for my father, which I hold notes for. I have $1,000 worth of stock in the Trenton Watch Company, worth in my judgment the face value. That is attached to that check in the safe. I have several notes that I hold on different individuals amounting to $1,000.

Q. In your judgment, what are they worth?—A. In my judgment, that amount could be collected from them by extending time.

Q. Have you not a $50,000 bond from Silcott?—A. The bond given to me by Silcott is for $50,000.

Q. Whatever you get from the bank, you would turn in?—A. I do not propose to hold one cent. My wife insists we should keep the house; but I am willing to let it go.

Q. I suppose you can realize $50,000 on Silcott's bond?—A. I can get every dollar of it. It can be collected if the bond is held to be good.

Mr. BLOUNT. What do you mean by saying, "if the bond is held to be good?"

Mr. LEEDOM. Some people say the bond is not good. It is a question for the courts.

Mr. BLOUNT. Where does the doubt come in?

Mr. LEEDOM. They think it is limited to the Forty-ninth Congress. My judgment is that it is good, and the bondsmen responsible to me for every dollar that came into Silcott's hands as cashier in my office. That was the condition of the bond, that he should account for the money and produce vouchers.

Mr. HEMPHILL. Did you know anything about the forgery of these notes?

Mr. LEEDOM. I had no idea that Silcott ever committed forgery in any manner, shape, or form.

By Mr. STEWART:

Q. Did it excite any surprise in your mind when Mr. Silcott informed you that he was going to New York to collect $10,000?—A. Not the slightest.

Q. How much money did you suppose that he was worth?—A. My idea was that he was worth $8,000 or $10,000—not less than $8,000, and perhaps as much as $15,000, and not more.

By the CHAIRMAN:

Q. And the amount he was going to collect was nearly his entire estate?—A. He made this statement to me, that David R. Page owed him $12,000, and that Page had all of his money.

Mr. STEWART. You did not state that before.

Mr. LEEDOM. I do not remember exactly; I thought I had stated that he said Page had all of his money.

Mr. STEWART. His statement that Page had all of it did not excite any surprise in your mind?

Mr. LEEDOM. No, sir; Silcott was a man who had large dealings in our county. I suppose he had carried on a business there of $100,000 a year.

The CHAIRMAN. What kind of business?

Mr. LEEDOM. Buying cattle and hogs.

Mr. STEWART. Has he been engaged in that business since he has been in Washington?

Mr. LEEDOM. He has not carried on the business himself; but the firm name is C. E. Silcott & Co.

By the CHAIRMAN:

Q What was the amount of the capital?

Mr. LEEDOM. Perhaps $8,000 to $10,000.

Q. You have no idea that any of this money has gone there?—A. No, sir; I have not the slightest idea that it has. They have not carried on the business lately to the extent they formerly did. The business has been in the hands of Mr. Silcott's brother, who has carried it on in a small way.

Q. What is Mr. Page's business?—A. Page is a contractor and builder.

Q. Builder of what; houses, docks, etc.?—A. I could not say. He has a contract on the aqueduct in New York, I think. He is my bondsman. He is supposed to be worth half a million or a million of dollars.

Q. Did Mr. Silcott say anything to you in regard to the reason why Mr. Page, being worth a million of dollars, should have his money?—A. No, sir.

Q. Did he speak of a note to you?—A. They have had considerable transactions with each other.

Q. Of what nature?—A. I do not know what the nature is. They have been doing business together for a considerable time.

Q. How long, three years?—A. Perhaps four, five or six years.

By Mr. PAYNE:

Q. When you had this conversation on Saturday did you ask him if everything was all right, or something to that effect, and whether he was ready to turn over the affairs of the office?—A. That was a week ago, before he left. It was on the Saturday he spoke of going to New York.

Q. State what was said.—A. He said everything was all right.

Q. Nothing else?—A. I do not think there was anything else.

Q. Did he state that he would go over and get this money, so that if there was any trouble and you did not have enough to settle up with your successor, he would have that money?—A. No, sir.

Q. Do you remember a conversation with Mr. Adams and myself on the day this committee was appointed?—A. I have had several conversations with you.

Q. This conversation was just after this committee was appointed.—A. I was so torn up I do not remember.

Q. Do you remember stating to us that you asked Mr. Silcott if he was ready to turn over the money to your successor and that he replied that he was, and then of his saying that he had this money due him from Page, some $10,000 or $12,000; that he would go over and get that, and would have this to help it out? Do you remember to have said that on the day this committee was appointed?—A. There was a number of overdrafts——

Q. Do you remember telling us substantially what I have now asked you?—A. I remember to have had that conversation with some one, and whether it was with Mr. Ballentine or with you gentlemen I could not say.

Q. Do you remember telling me that you were somewhat excited when you gave your evidence, and that Mr. Silcott had told you a week ago, or on this Saturday, that he had some money coming to him from Mr. Page in New York, and that he would go over and get that money, so that if there was anything on hand you and your successor would not have any trouble, as he would have this money to make it good?—A. Yes, sir.

Q. Did that conversation take place?—A. Yes, sir.

Q. Did you tell me it was several days?—A. I told you it was on Saturday.

Q. Was it not about a week before Saturday?—A. I do not think it was. I think it was on Saturday.

Q. Did he tell you on Saturday?—A. I have told you so. When he spoke of the reason why he was going to New York I asked him, "Now, what are you going to do after you get through business in the office?" He said, "I have two chances. Page has offered to take me in with him," and he spoke of Mr. Dorsey having spoken to him at one time as going to take charge of a bank or ranch in Nebraska that he was convinced would be started in a short time.

Q. What else?—A. We had talked about starting a bank in my town. I am telling the conversations.

Q. Was this on Saturday?—A. Yes, sir. I can give you the exact language. On Saturday he came to me and said, "John"—no, in the first place I went to him. I said, "The nomination will be made this afternoon, and of course we will have to turn over the office, perhaps, on Monday, and are you ready to turn it over?" He said, "Yes; everything is all right. You will find the cash all right in the drawer." That was Saturday morning. Afterwards, I think it was about 1 or 2 o'clock, I was leaning with my arm upon the mantel in the office, and he came to me and said, "I am going to New York to-morrow." I said, "What for?" He said, "I am going over there to get some money Mr. Page owes me," and stated how much it was. He said it was $12,000. He said, "He has all my money." I said, "If you are going, you had better go now." He said, "Some members are overdrawn, and it is possible I may have to make that up, and that we may not have money enough there to make it up." I said, "If you are going to do that, you had better go this evening, so as to be sure to be back here on Monday morning."

Mr. STEWART. Was this before or after he had drawn this $60,000?—A. I did not know that he had drawn it.

Mr. BLOUNT. What hour was that?—A. About half-past 1 or 2 o'clock.

Mr. BLOUNT. I think Mr. Ballentine testified that Silcott went down with those checks about 9 o'clock?—A. I did not know he had gone to the Department.

By Mr. STEWART:

Q. When did you know that he had gone to the Department to draw that money on Saturday?—A. I knew it—I do not know whether it was Sunday morning or Monday morning. I would not be positive. I might not have known it until Tuesday.

Q. Did you know he drew that money on Friday?—A. No, sir; nor did I know Silcott had drawn money on Wednesday.

Q. Did you know anything about what he was doing?—A. I did not know he had drawn a dollar from the Treasury. I knew money had been brought up.

Q. You paid no attention to any of these transactions; is not that the long and short of it?—A. No; that is not the long and short of it. The $60,000 was all drawn at one time.

Q. You knew the money was about to be paid, and the question is, whether you paid any attention to it.—A. I knew that the money had been drawn on Wednesday, but I did not know that Silcott had carried it up from the Treasury. I knew the $36,000 had been drawn on Friday, but I did not know Silcott had carried it up.

Q. Then you let Silcott go away without any inquiry?—A. Yes, sir; because I had no suspicion that Silcott had done wrong.

Q. Did any of your employés have any special directions as to how they should go there and get money; that is, would they go on foot?—A. They always went in the car. Of this $30 $1 of that is for car-fare.

At 11.50 the committee took a recess until after the adjournment of the House.

AFTERNOON SESSION.

J. P. LEEDOM recalled and examined:

Mr. LEEDOM said: I stated in my general statement that I did not count Mr. Silcott's cash in six years, but upon reflection I now remember—and that came to me yesterday—I can not give the exact date, but it was four years ago when the transfer of the paying tellers was made, when I changed my paying tellers, and in the transfer of the funds from Mr. Curtis to Mr. Ballentine there was some discrepancy in the cash. Now, gentlemen, I do not want to reflect upon anybody, but if you gentlemen want it——

The CHAIRMAN. That is for you to say.

The WITNESS. I am perfectly willing to state it.

Mr. BLOUNT. Let him state it and it can be taken down, and if we do not want it we can strike it out.

The WITNESS. When Mr. Curtis transferred his cash to Mr. Ballentine he checked up the packages of money and wanted Mr. Ballentine to accept the Treasury count as correct. Say a package represented $1,000 or $5,000, he wanted Mr. Ballentine to take it as so much money. Mr. Ballentine, being a careful and conscientious man, looked carefully after the interest of the office, and he said, "No; I will not take it in that way;" so he took the packages and counted every bill, and in counting this money he found a discrepancy of $155. He went back to the packages that showed this discrepancy, and each package with the Treasury wrapper upon it had a little round dot like that. [Exhibiting same.] That is about the shape of it—a small "o." The other packages were found correct, but each of these had that dot upon it.

The CHAIRMAN. You mean each defective package?

A. Each defective package. I am not certain whether one represented $50 and one a $100. Mr. Ballentine will remember better about that than I, but he had taken only one bill from each package, and they were numbered consecutively. Then, together with Mr. Ballentine, I went through with all the total cash, and found the amount taken from Mr. Ballentine was this discrepancy. I then stated to Mr. Silcott, "We had better go over your cash; perhaps he has been handling yours in the same way." Then Mr. Silcott and myself counted the cash, and his cash was correct at that time.

Q. What was the date of that?—A. Four years ago. I will not be positive whether it was December or January. It was just after Mr. Ballentine came. I will not say positively now whether it was exactly the day Mr. Ballentine counted his cash or a day or two afterwards, but it was done because I thought Mr. Curtis had access to Mr. Silcott's cash, and we did not know but what he had done the same with Mr. Silcott's cash. That is the only time I counted the money. In regard to the evidence that Mr. Curtis took this money, he refunded the money.

The CHAIRMAN. You have completed your statement?

A. Yes.

The CHAIRMAN. Does any gentleman wish to ask Mr. Leedom further questions?

The members signified they did not.

The WITNESS. There is another thing in regard to this statement of "Money de-

posited by the Sergeant-at-Arms, House of Representatives in the National Metropolitan Bank since and including November 30, 1889." This should be November 25.

Mr. BLOUNT. Was this sum deposited in the Metropolitan National Bank?

A. Yes, sir.

The CHAIRMAN. The statement you are now making is in correction of the tabulated statement on page 44 of the printed testimony?

A. Yes, sir; I can give it in alphabetical order if preferred; the other time it was put down promiscuously. The first item is T. M. Bayne, $163.18. That is correct. The next item, W. C. P. Breckinridge, of $50.69, is correct. The next item, J. W. Candler, $1,050 is correct, and the next item of J. Gelssenheiner, of $3,334, is correct. Thomas J. Henderson, $150, is correct. W. D. Kelley, $75, is correct. S. W. Lanham, $620, is correct. W. D. Owen, $18.81, is correct. J. A. Pickler—on this original statement here it was put down $524.03, but he deposited some drafts which made $599.44. The next, J. B. Reilly, is on this printed list, $417, when it should be $267. The next item on my list, which you have not on this printed list at all, is W. Vandever, of $479.25. He deposited $600, and this is the balance of it. The next item is R. P. C. Wilson on my list, $216. He deposited $416 and drew out $200. The next item is not deposited to the credit of a member of Congress. This is a balance due W. P. Taulbee, of $50, as a member of the Forty-eighth Congress, and it was never kept in the printed lists of the members' accounts, but kept separate.

Q. You mean a member of the Fiftieth Congress?—A. Yes. The next item is a cash balance of my own of $188. Do you want to put it here or leave it out? It shows $188 due me. I do not want it to go in unless you gentlemen desire it.

The CHAIRMAN. It is part of the total liabilities of the $154,000 heretofore stated?—A. Yes, sir.

The CHAIRMAN. Well, leave it out.

The WITNESS. I shall not demand it. The next is J. H. Sweeney $75.

By Mr. BLOUNT:

Q. Let me ask you about the $20 of L. Dalton, which is on the printed list?—A. He drew that out long ago.

Q. Was that all in money?—A. Money and drafts handed to my paying teller.

Q. What was done with the moneys handed in?—A. You mean coming in to the office—coming into the general fund?

Q. Did it go into Mr. Silcott's compartment?—A. It went into Mr. Ballentine's.

Q. What became of it?—A. It went to make up the general fund. It was not kept separate.

Q. It was in the paying teller's hands from then on?—A. Yes, sir.

By the CHAIRMAN:

Q. The part of it that was deposited in money went into the paying teller's funds as a part of the fund that was paid out on members' drafts?—A. Yes, sir.

Q. And the other part, the checks and drafts, went to the bank?—A. To the National Metropolitan Bank. I can give you from this list what part of them were drafts and what part cash.

Q. Then give.—A. The first item is $75.

Q. Does it appear from the statement you are about to make, and which you hold, what is cash?—A. Yes; all marked "C" is cash.

The CHAIRMAN. That is sufficient; please leave that statement here.

Mr. BLOUNT. I move to incorporate that statement.

TESTIMONY OF ROBERT H. FORSYTH.

ROBERT H. FORSYTH sworn and examined.

By the CHAIRMAN:

Q. Where are you employed?—A. In the cash room, Treasury Department.

Q. State what examination you have made of the ledger of the Sergeant-at-Arms and at whose request you made same?—A. It was at your request through Mr. Whelpley.

Q. State for what purpose the examination was made.—A. To endeavor to reconcile the balance between the bank statement and the ledger here.

Q. We will come to that presently. What other examination have you made of the individual balances to the credit of members on the books of the Sergeant-at-Arms?—A. To separate from the account of salary what is deposited on account of special deposit on account of private funds.

Q. Have you got here the result of that inquiry?—A. I have.

Mr. BLOUNT. Is that a correct transcript of the result?—A. Yes, sir.

Mr. BLOUNT. We had better incorporate that here.

The statement was incorporated, as follows:

Dr.			Cr.
T. M. Bayne, draft in safe	$557.50	T. M. Bayne	$163.13
		W. C. P. Breckinridge	50.00
		J. W. Candler	1,650.00
		J. A. Geissenhaiwer	3,234.00
		T. J. Henderson	150.00
		W. D. Kelley	75.00
		S. W. T. Lanham	620.00
		W. D. Owen	18.81
		J. A. Pickler	500.44
		J. B. Reilly	267.00
		W. Vandever	479.25
		R. P. C. Wilson	216.00
		W. P. Taulbee	50.00
		J. P. Leedom	168.00
		J. H. Sweney	75.00
			7,336.37

By the CHAIRMAN:

Q. Now, I want to know on what basis you determined whether a given account belongs to one class or another?—A. I will endeavor to do that from the ledger here [turning to ledger]. This is the account of W. Vandever. On the 4th of November his account was balanced. On the 21st of November he deposited $600 in cash and checks. On the 25th he drew out $8.75 and $25. On December 3 he drew out $37.50 and $50. I take that amount from that deposit of $600. He afterwards is credited by salary $416, which leaves $479.25 on account of private funds and $416 on account of salary.

Q. Suppose you find an individual account on which each of the entries on the credit side are sums of $416 or $417, on what class would that go?—A. Salary.

Q. Suppose you find an account on which there are no entries apparently to the credit of the member for salary, but simply credits for deposits made? Under what class would that come?—A. Deposits.

Q. What do you do with an account in which there appears credits to an individual member not only on account of salary but on account of deposits?—A. I take it from the deposit first if the amount deposited is before the salary.

Q. Do you assume that when a man checks against his individual account he first checks against his deposit, leaving his salary there?—A. Yes, sir.

Mr. HEMPHILL. Suppose his salary is the first deposit?—A. I should say in that case he checked against his salary first.

The CHAIRMAN. So you take it that his plan is to reduce his first deposit?—A. Yes, sir, his first deposit.

Mr. BLOUNT. Why do you adopt that rule?—A. That is the rule adopted just to get at the truth about it.

By the CHAIRMAN:

Q. Where you find an account in which the entire amount appears to have been drawn out at the same time and find only salary credit appear, you call that—— A. On account of salary.

Q. Let me ask how many accounts there are which appear to be deposit accounts. Are all of them stated in this list?—A. Yes, sir.

Q. How many of these accounts are purely for deposits, if you remember, and how many are for mixed accounts of salaries and deposits?—A. I do not know whether I can state that or not. These are all for salaries and deposits; all of them.

Q. Some of these are for deposits alone, are they not?—A. Nothing.

Mr. BLOUNT. This is all deposits?—A. Yes, sir; this is on account of the salaries that are due.

The CHAIRMAN. You arrive at that result by assuming that when a man checks against his salary and deposits his check is first drawn against—— A. The first deposit.

Q. If his salary is the first deposit it is drawn against his salary?—A. Yes, sir.

Mr. HEMPHILL. Do you know of any rule of law or practice among bank officers which justifies that?—A. No, sir; I do not.

Mr. BLOUNT. Is it a fact that these gentlemen had anything in the way of salary and mileage on this account?—A. Yes, sir; some of them, but not many of them have. Mr. Vandever has a credit that is not included in that.

Q. That salary account was not put in, then, until after he had checked this out?—A. No, sir; there is still a balance of private deposit here, before this $416 was put in.

The CHAIRMAN. Can you tell what amount on the books of the Sergeant-at-Arms now represents deposits and what salaries?—A. No, sir; I have not figured that out.

The CHAIRMAN. I wish you would figure that. You haven't even footed this (referring to the statement). Will you please foot that up now?—A. This is the one I returned; this is footed. The other is a memorandum Mr. Leedom had.

Q. Is it the same thing?—A. Yes, sir.

Q. What is the total amount?—A. Seven thousand, three hundred and thirty-six dollars and thirty-seven cents. (Mr. Leedom's check was afterwards deducted from this, leaving a balance of $7,183.37.)

Q. Is it your impression that the total liabilities of the Sergeant-at-Arms on account of deposits amounts to that sum?—A. Yes, sir, on that account.

Q. Have you made a statement of the total amount due members on account of salaries?—A. Yes, sir, $41,900.91.

By Mr. HEMPHILL:

Q. Due on account of salaries?—A. Yes, sir, not counting last month; this is previous to November 27.

Q. Have you got a statement for November?—A. This is the only sheet I have. This sheet was made up in the office.

The CHAIRMAN. What I want to do was to verify your statement of the balance due on account of deposits. I wish you would take the ledger and state to the committee the total liabilities of the Sergeant-at-Arms's office due members, including salaries for the month of November, and then check that up with the statement you have just made for the total liability for deposits and see how it compares with the total liabilities as heretofore ascertained. We want the total liabilities up to the 5th of December.

DR. *Salaries due to members previous to November 27, 1889.* CR.

OVERDRAFTS.			
Adams, G. E	$70.00	Allen, J. M	$117.00
Carlisle, J. G	416.00	Atkinson, L. E	16.00
Cheatham, H. P	200.00	Belden, J. J	1,586.13
Cothran, J. S	1.00	Biggs, M	217.00
Forman, W. S	416.00	Bowden, G. E	101.00
Gifford, O. S	5.00	Breckinridge, C. R	52.05
Houk, L. C	348.50	Browne, T. H. B	402.00
Lee, W. H. F	1.00	Buckalew, C. R	1,667.00
Reed, T. B	1,934.00	Butterworth, B	484.00
		Carey, J. M	1,911.91
		Caruth, A. G	4.00
		Catchings, T. C	2,041.07
		Clark, C. B	3,334.00
		Coleman, H. D	125.00
		Connell, W. J	1,334.00
		Cutcheon, B. M	56.00
		Dingley, N., jr	94.25
		Dubois, F. T	315.00
		Fitch, A. P	788.20
		Grosvenor, C. H	191.64
		Hermann, B	2,400.00
		Hitt, R. R	5,038.70
		Kelley, H	25.70
		Ketcham, J. H	417.00
		Laws, G. L	1,058.34
		Maish, L	435.31
		McComas, L. E	10.75
		McKinley, W., jr	168.63
		Milliken, S. L	2.61
		Mills, R. Q	2,529.49
		Moffitt, J. H	3.00
		Oates, W. C	1,264.00
		O'Ferrall, C. T	128.13
		Owen, W. D	498.25
		Payne, S. E	293.79
		Peters, S. R	10.32
		Phelan, Jas	156.76
		Rife, J. W	334.00
		Rowell, J. H	1,529.50
		Smith, M. A	4,652.22
		Taylor, Abner	3,334,00
		Thompson, A. C	41.46
		Tracey, Chas	48.41
		Turpin, L. W	3.25
		Wheeler, Jos	421.56
		Whitthorne, W. C	86.00
		Wilson, R. P. C	417.00
		Wilson, W. L	151.76
		Yoder, S. S	100.00
		Boutelle, C. A	1,503.72
			41,900.91

By the CHAIRMAN:

Q. I will ask you on another account. Look at the paper now shown you and state to me what it is.—A. This is a statement of balances between the National Metropolitan Bank and J. P. Leedom, Sergeant-at-Arms.

Q. Is it a statement of the correct balances?—A. Yes, sir.

Q. As shown where?—A. As shown both by the bank and by the ledger here. The bank reported a balance of $9,474, and the ledger shows a balance of $8,830.83.

Q. At what date?—A. The date was August 7. The bank gives a credit of $643.86 more than appears on the books of this office.

Q. What purpose did you have in preparing that statement?—A. To ascertain if there are any irregularities between the bank and this office.

Q. Was it not to ascertain if the bank statement of the deposits in and checks on that bank on the account of C. E. Silcott, cashier, as shown on the books of the bank, varied from the statement of the same account on the books of the Sergeant-at-Arms?—A. Yes, sir.

Q. Does that statement which you hold in your hand contain a statement of all deposits in that bank which do not appear on the books of the Sergeant-at-Arms?—A. They do.

Q. Does it contain, also, a statement of all checks drawn on that account by C. E. Silcott, cashier, which do not appear on the books of the Sergeant-at-Arms?—A. Yes, sir.

Q. An itemized statement?—A. Yes, sir.

National Metropolitan Bank in account with J. P. Leedom, Sergeant-at-Arms, House of Representatives.

CHECKS DRAWN BY C. E. SILCOTT, CASHIER, SERGEANT-AT-ARMS'S OFFICE.

DR. CR.

Date.	Bank charges.	Amount.	Date.	Sergeant-at-Arms's credits.	Amount.
1888.			1889.		
Apr. 25	To check	$411.93	Mar. 22	Bk. check	$5,000.00
June 2	....do	412.41	June 26	....do	3,000.00
Aug. 16	....do	2.00		Balance	29,271.04
Aug. 21	....do	4.30			
Aug. 27	....do	5.75			
Aug. 30	....do	9.65			
1889.					
Mar. 19	....do	5,000.00			
May 13	....do	10,425.00			
June 10	....do	14,500.00			
June 21	....do	2,000.00			
June 26	....do	3,500.00			
July 10	....do	1,000.00			
		37,271.04			37,271.04

DEPOSITS.

Date.	Sergeant-at-Arms's charges.	Amount.	Date.	Bank credits.	Amount.
1888.			1888.		
Apr. 26	To deposit	$3,417.58	Apr. 25	By discount	$411.93
July 14	....do	1,029.85	Apr. 26	deposit	5,417.58
Sept. 13	....do	239.29	May 26	collections, Whitthouse	500.00
			June 2	discount	412.41
1889.			July 9	collections, Memphis	29.85
Apr. 2	....do	50.00	July 13	collections, Brooklyn	500.00
Apr. 16	....do	575.00	Sept. 13	deposit	239.30
May 4	....do	227.50	Oct. 18	....do	9.65
	Balance	29,914.90			
			1889.		
			Mar. 8	By collections, Memphis	30.00
			Mar. 18	collections, Brooklyn	25.00
			Mar. 25	collections, Duluth	50.00
			Mar. 26	collections, Young	30.00
			Apr. 16	deposit	575.90
			May 4	....do	237.50
			May 13	By twenty-five discounts	10,425.00
			June 10	thirty-five discounts	14,560.00
			June 21	deposit	2,000.00
		35,454.12			35,454.12

Bank credits	$29,914.90
Bank charges	29,271.04
Excess of credits	643.86
Bank reports, balance of	9,474.69
Ledger reports, balance of	8,830.83
Excess of credits by bank	643.86
	9,474.69

By Mr. BLOUNT:

Q. Turn to C. R. Breckinridge's account to illustrate. How did you get that balance of $50.69? What is the amount of special deposits made?—A. C. R. Breckinridge has no special deposits.

Q. W. C. P. Breckinridge, I said.—A. I thought you said C. R. Breckinridge. He deposited a check November 25th, $400; then his salary November 27th, $416. He drew out of that——

Q. What was his last deposit?—A. He deposited check for $400 on November 25th, and $416 on the 27th on account of salary.

Mr. STEWART. So in that case you charge the check as a special deposit, that having been made before the salary was credited?—A. I will get at it in a moment (figuring over ledger). He has got $258.36 on account of salary and $208.33 on account of special deposit.

By Mr. BLOUNT:

Q. How much money had he deposited?—A. $208.33.

Q. Was that all?—A. That's all.

Q. How do you get $50.69? I understand you made Mr. Breckinridge's account amount to $50.69, money deposited with the Sergeant-at-Arms.—A. Here is where I get that: I take $416; balance, $466.69. I have given credit on account of salary of $416, and the balance, would be $50.69.

Q. Will you please state that over again?—A. He drew out of his salary——

Q. Can you state what the special deposits were?—A. The way we figured that is, we took the salary out——

Q. Took the salary out?—A. Yes; for the month of November.

Q. In other words, you took $466.69 as a special deposit, and the salary was $416. So you take $416 from that and get $50.69, which you call his special deposit?—A. Yes, sir.

Q. And this is the way you got these others?—A. These others came about the same way.

Q. Do you find on the book the $466.69?—A. Yes, sir; that is the balance due him.

Mr. PAYNE. What book is that?

The WITNESS. The ledger.

Mr. BLOUNT. I wish to know whether the $466.69 was in the bank or the Sergeant-at-Arms's office, taking the case of Mr. Breckinridge?

Mr. LEEDOM. I can explain it to you.

Mr. BLOUNT (to Mr. Leedom). Recurring to your examination, I just want to ask you if the $466.69, referred to as a special deposit and appearing on your books, was in the office of the Sergeant-at-Arms or at the bank?

The WITNESS. Well, you've got to go over the whole account to get that.

Q. Do you know where the money was?—A. The money was in the bank. Mr. Breckinridge deposited several checks with us——

Q. And they were sent down?—A. Yes sir, to the bank.

Mr. FORSYTH recalled.

The CHAIRMAN. Have you any opinion as to whether any difference would be made in the result of your investigation if you adopt one rule that a check drawn is drawn against the first deposit or the other rule that a check is presumed to be against one class of liabilities rather than the other?

A. Yes sir, it would make a difference.

Q. How many of there accounts are there in which it would make a difference?—A. Three or four of them.

Q. Of only three or four?—A. That would be about all.

Q. Will you take those three or four accounts and state what the result would be on a different theory, that is, assuming that the drafts are against private deposits rather than against salaries, and give it to the committee at your leisure to-morrow?—A. Yes, sir.

Mr. BLOUNT. I would like to ask Mr. Leedom about the account of Mr. Geissenhainer?

Mr. LEEDOM recalled.

By Mr. BLOUNT:

Q. Was this $3,334 paid in money?—A. Paid to the office?

Q. Yes, sir.—A. No, sir; they were paid in drafts. Mr. Geissenhainer's salary was sent to him regularly, just the same as other members of Congress. He allowed the drafts to accumulate at home and brought them back on the 2d of December. I will not be positive whether it was all salary drafts or part of it drafts on New York, but my impression is that it was all salary drafts, which he had not used, and he brought that amount here, $3,334, and deposited them, and we carried the deposit to the National Metropolitan Bank.

Q. He deposited that with you first?—A. Yes, sir.

Q. When?—A. On the 2d of December.

Q. And the act of Mr. Geissenhainer was, that he just came in and deposited that with you?—A. Yes, sir.

Q. The matter of taking it to the National Metropolitan Bank was not between you and him, but by an act of yours?—A. No, sir; it was carried down by a messenger.

Q. But he did not so instruct you?—A. No, sir.

Q. He deposited the checks with the Sergeant-at-Arms?—A. He asked us to make collections for him, which we did through this bank.

MR. HEMPHILL. I move that when we adjourn we adjourn to meet to-morrow at 10 o'clock.

The motion was adopted.

Mr. PAYNE. I move that we now go into executive session.

The CHAIRMAN. Mr. Payne moves that the committee now go into executive session. I take that to be the sense of the committee, and I will ask the stenographer also to withdraw for the present.

List of members of the House of Representatives paid November 27, 29, and 30, 1889.

Date.	Name.	Amount.	Date.	Name.	Amount.
	A.				
1889.			1889.		
Nov. 27	Abbott, Jo	$416.00	Nov. 30	Brown, J. B	$416.00
27	Adams, G. E		30	Brunner, D. B	416.00
27	Alderson, J. D	416.00	30	Buchanan, J. A	416.00
27	Allen, E. P	416.00	30	Buchanan, J	416.00
27	Allen, J. M	416.00	30	Buckalew, C. R	416.00
27	Anderson, C. L	416.00	30	Bullock, R	416.00
27	Anderson, J. A	416.00	30	Bunn, B. H	416.00
27	Andrew, J. F	416.00	30	Burrows, J. C	416.00
27	Arnold, W. O	416.00	30	Burton, T. E	416.00
27	Atkinson, L. E	416.00	30	Butterworth, B	416.00
30	Allen, J. B	109.52	30	Bynum, W. D	416.00
	B.			C.	
Nov. 30	Baker, C. S	416.00	Nov. 30	Caine, J. T	416.00
30	Bankhead, J. H	41 .00	30	Caldwell, J. A	416.00
30	Banks, N. P	416.00		Campbell, F	
30	Barnes, G. T	416.00	Nov. 27	Candler, A. D	416.00
30	Bartine, H. F	416.00	27	Candler, J. W	416.00
30	Barwig, Charles	*416.00	27	Cannon, J. G	416.00
30	Bayne, T. M	416.00	27	Carey, J. M	416.00
30	Beckwith, C. D	416.00		Carlisle, J. G	
30	Belden, J. J	416.00	Nov. 27	Carlton, H. H	416.00
30	Belknap, C. E	416.00	27	Carter, T. H	416.00
30	Bergen, C. A	416.00	27	Caruth, A. G	416.00
30	Biggs, M	416.00	27	Caswell, L. B	
30	Bingham, H. H	416.00	27	Cate, W. H	416.00
30	Blanchard, N. C	416.00	27	Catchings, T. C	416.00
30	Bland, R. P	416.00	27	Cheadle, J. B	416.00
30	Bliss, A. T	416.00		Cheatham, H. P	
30	Blount, J. H	416.00	Nov. 27	Chipman, J. L	416.00
30	Boatner, C. J	416.00	27	Clancy J M	416.00
30	Boothman, M. M	416.00	27	Clarke R H	416.00
30	Boutelle, C. A	416.00	27	Clark, C B	416.00
30	Bowden, G. E	416.00	27	Clements, J. C	416.00
30	Breckinridge, C. R	416.00		Clunie, Thomas J	
30	Breckinridge, W. C. P	416.00	Nov. 27	Cobb, James E	416.00
30	Brewer, M. S	416.00	27	Cogswell, William	416.00
30	Brickner, G. H	416.00	27	Coleman, H. D	416.00
30	Brookshire, E. V	416.00	27	Compton, B	416.00
30	Brosius, M	416.00	27	Comstock, S. G	416.00
30	Brower, J. M	416.00	27	Conger, E. H	416.00
30	Browne, T. H. B	416.00	27	Connell, W. J	416.00
30	Browne, T. M	416.00	27	Cooper, G. W	416.00

Members of the House of Representatives paid November 27, 29, and 30, 1889—Continued.

Date.	Name.	Amount.
	C.	
1889.		
Nov. 27	Cooper, W. C	
27	Cothran, J. S	$416.00
27	Covert, J. W	416.00
27	Cowles, W. H. H	416.00
27	Craig, S. A	416.00
27	Crain, W. H	416.00
27	Crisp, C. F	416.00
27	Culberson, D. B	416.00
27	Culbertson, W. C	416.00
27	Cummings, A. J	
27	Cutcheon, B. M	416.00
	D.	
Nov. 27	Dalzell, Jno	416.00
27	Dargan, G. W	416.00
27	Darlington, S	416.00
27	Davidson, R. H. M	416.00
29	De Haven, J. J	417.00
30	De Haven, J. J	416.00
29	De Lano, M	416.00
29	Dibble, Sam'l	416.00
29	Dingley, N., jr	416.00
29	Dockery, A. M	416.00
29	Dolliver, J. P	416.00
29	Dorsey, G. W. E	416.00
29	Dubois, F. T	416.00
29	Dunnell, M. H	416.00
29	Dunphy, E. J	416.00
	E.	
Nov. 29	Edmunds, P. C	416.00
29	Elliott, Wm	416.00
29	Ellis, W. T	416.00
29	Enloe, B. A	416.00
29	Evans, H. C	416.00
29	Ewart, H. G	416.00
	F.	
Nov. 29	Farquhar, J. M	416.00
29	Finley, H. F	416.00
29	Fitch, A. P	416.00
29	Fithian, G. W	416.00
29	Flick, J. P	416.00
29	Flood, T. S	416.00
29	Flower, R. P	416.00
29	Forman, W. S	
29	Forney, W. H	416.00
29	Fowler, S	416.00
29	Frank, N	416.00
29	Funston, E. H	416.00
	G.	
Nov. 29	Gear, Jno. H	416.00
29	Geissenhainer, J. A	416.00
29	Geet, Wm. H	416.00
29	Gibson, C. H	416.00
	Gifford, O. S	
29	Goodnight, I. H	416.00
29	Greenhalge, F. T	416.00
29	Grimes, Tho. W	416.00
29	Grosvenor, C. H	416.00
29	Grout, W. W	416.00
	H.	
Nov. 29	Hall, D. S	416.00
29	Hansbrough, H. C	429.70
29	Hare, S	416.00
29	Harmer, A. C	416.00
29	Hatch, W. H	416.00
29	Haugen, N. P	416.00
29	Hayes, W. I	416.00
29	Haynes, W. E	416.00
29	Heard, J. T	416.00
	Hemphill, J. J	

Date.	Name.	Amount.
	H.	
1889.		
Nov. 29	Henderson, D. B	$416.00
29	Henderson, J. S	416.00
29	Henderson, T. J	416.00
29	Herbert, H. A	416.00
29	Hermann, B	416.00
29	Hill, C. A	416.00
29	Hitt, R. R	416.00
29	Holman, W. S	416.00
29	Hooker, C. E	416.00
29	Hopkins, A. J	416.00
29	Houk, L. C	
	J.	
Nov. 29	Jackson, J. M	416.00
29	Joseph, A	416.00
	K.	
Nov. 29	Kelley, H	416.00
29	Kelley, W. D	416.00
29	Kennedy, R. P	416.00
29	Kerr, D	416.00
29	Kerr, James	416.00
29	Ketcham, J. H	416.00
29	Kilgore, C. B	416.00
29	Kinsey, W. M	416.00
29	Knapp, C. J	416.00
	L.	
Nov. 29	Lacey, J. F	416.00
29	La Follette, R. M	416.00
29	Laidlaw, W. G	416.00
29	Lane, Ed	416.00
29	Lanham, S. W. T	416.00
29	Lansing, F	416.00
29	Lawler, F	416.00
29	Lawe, G. L	416.00
29	Lee, W. H. F	416.00
29	Lehlbach, H	416.00
29	Lester, P. G	416.00
29	Lester, R. E	416.00
29	Lewis, C	416.00
29	Lind, John	416.00
29	Lodge, H. C	416.00
	M.	
Nov. 29	Magner, Thos. F	416.00
29	Maish, L	416.00
29	Mansur, C. H	416.00
29	Martin, A. N	416.00
29	Martin, W. H	416.00
29	Mason, W. E	416.00
30	McAdoo, Wm	416.00
30	McCarthy, J. H	416.00
30	McClammy, C. W	416.00
30	McClellan, C. A. O	416.00
30	McComas, L. E	416.00
30	McCord, M. H	416.00
30	McCormick, H. C	416.00
30	McCreary, J. B	416.00
30	McKenna, J	416.00
30	McKinley, W., jr	416.00
30	McMillin, B	416.00
30	McRae, T. C	416.00
30	Miles, F	416.00
30	Milliken, S. L	416.00
30	Mills, R. Q	416.00
30	Moffitt, J. H	416.00
30	Montgomery, A. B	416.00
30	Moore, L. W	416.00
30	Moore, O. C	416.00
30	Morey, H. L	416.00
30	Morgan, J. B	416.00
30	Morrill, E. N	416.00
30	Morrow, W. W	416.00
30	Morse, E. A	416.00
30	Mutchler, William	416.00

Members of the House of Representatives paid November 27, 29, and 30, 1889—Continued.

Date.	Name.	Amount	Date.	Name.	Amount.
	N.		1889.		
1889.			Nov. 30	Smyser, M. L	$416.00
Nov. 30	Niedringhaus, F. G	$416.00	30	Snider, S. P	416.00
30	Norton, R. H	416.00	30	Spinola, F. B	
30	Nute, A	416.00	30	Spooner, H. J	416.00
	O.		30	Springer, W. M	416.00
			30	Stahlnecker, W. G	416.00
Nov. 30	Oates, W. C	416.00	30	Stephenson, S. M	416.00
30	O Donnell, J	416.00	30	Stewart, Chas	416.00
30	O'Ferrall, C. T	416.00	30	Stewart, J. D	416.00
30	O'Neal, J. H	416.00	30	Stewart, J. W	416.00
30	O'Neill, C	416.00	30	Stivers, M. D	416.00
30	O'Neil, J. H	416.00	30	Stockbridge, H., jr	416.00
30	Osborne, E. S	416.00	30	Stockdale, T. R	416.00
30	Outhwaite, J. H	416.00	30	Stone, W. J. (Ky.)	416.00
30	Owen, W. D	416.00	30	Stone, W. J. (Mo.)	416.00
30	Owens, James W	416.00	30	Struble, I. S	416.00
	P.		30	Stump, H	416.00
			30	Sweney, J. H	416.00
Nov. 30	Parrett, W. F	416.00		T.	
30	Payne, S. E	293.79			
30	Payne, S. E	416.00	Nov. 30	Tarsney, J. C	416.00
30	Paynter, T. H	416.00	30	Taylor, A. A	416.00
30	Payson, L. E	416.00	30	Taylor, Abner	416.00
30	Peel, S. W	416.00	30	Taylor, E. B	416.00
30	Pendleton, J. O	416.00	30	Taylor, J. D	
30	Penington, J. B	416.00	30	Thomas, O. B	416.00
30	Perkins, B. W	416.00	30	Thompson, A. C	416.00
30	Perry, W. H	416.00	30	Tillman, G. D	416.00
30	Peters, S. R	416.00	30	Townsend, C. C	416.00
30	Phelan, James	416.00	30	Townsend, H	416.00
30	Pickler, J. A	429.69	30	Tracy, Chas	416.00
30	Pierce, R. A	416.00	30	Tucker, H. St. G	416.00
30	Post, P. S	416.00	30	Turner, E. J	416.00
30	Price, A		30	Turner, H. G	416.00
30	Pugsley, J. J	416.00	30	Turpin, L. W	416.00
	Q.			V.	
Nov. 30	Quackenbush, J. A	416.00	Nov. 30	Vandever, W	416.00
30	Quinn, John	416.00	30	Van Shaick, L. W	416.00
	R.		30	Venable, E. C	416.00
				W.	
Nov. 30	Randall, C. S	416.00			
30	Randall, S. J	416.00	Nov. 30	Wade, W. H	416.00
30	Raines, John	416.00	30	Walker, J. H	416.00
30	Ray, J. W	416.00	30	Walker, J. P	416.00
30	Reed, J. R	416.00	30	Wallace R	416.00
30	Reed, T. B	416.00	30	Wallace, W. C	416.00
30	Reilly, J. B	416.00	30	Washington, J. E	416.00
30	Rife, J. W	416.00	30	Watson, L. F	416.00
30	Richardson, J. D	416.00	30	Wheeler, F. W	416.00
30	Robertson, S. M	416.00	30	Wheeler, Jos	416.00
30	Rockwell, F. W	416.00	30	Whiting, J. R	416.00
30	Rogers, J. H	416.00	30	Whitthorne, W. C	416.00
30	Rowell, J. H	416.00	30	Wickham, C. P	416.00
30	Rowland, A	416.00	30	Wike, S	416.00
30	Russell, C. A	416.00	30	Wilber, D	416.00
30	Rusk, H. W	416.00	30	Willcox, W. F	416.00
	S.		30	Wiley, J. M	416.00
			30	Wilkinson, T. S	416.00
			30	Williams, E. S	416.00
Nov. 30	Sanford, John	416.00	30	Williams, J. R	416.00
30	Sawyer, J. G	416.00	30	Wilson, J. H	416.00
30	Sayers, J. D	416.00	30	Wilson, J. L	396.48
30	Scranton, J. A	416.00	30	Wilson, R. P. C	416.00
30	Scull, E	416.00	30	Wilson, W. L	416.00
30	Seney, George E	416.00	30	Wise, Geo. D	416.00
30	Sherman, J. S	416.00	30	Wright, M. B	416.00
30	Shively, B. F	416.00			
30	Simonds, W. E	416.00		Y.	
30	Skinner, T. G	416.00			
30	Smith, G. W	416.00	Nov. 30	Yardley, R. M	416.00
30	Smith, M. A	416.00	30	Yoder, S. S	416.00

November 27, 1889, 88 certificates	$36,606.00
November 29, 1889, 87 certificates	36,206.70
November 30, 1889, 147 certificates	60,627.48
	133,442.18

"HOUSE OF REPRESENTATIVES,
Washington, D. C., December 12, 1889.

The committee met at 11 o'clock, a. m. Present, Messrs. Adams, Reed, Holman, Blount, and Hemphill.

STATEMENT OF HON. S. W. T. LANHAM.

Hon. S. W. T. LANHAM, a Representative from the State of Texas, appeared and made the following statement:

Mr. LANHAM. Mr. Chairman, on the 26th day of November I deposited at the office of the Sergeant-at-Arms $750, as evidenced by this receipt, signed by Mr. H. L. Ballentine, teller. I hand the receipt to the stenographer to be copied.

"OFFICE OF THE SERGEANT-AT-ARMS,
"HOUSE OF REPRESENTATIVES.

"Received of Hon. S. W. T. Lanham, November 26, 1889, cash, $750.
"H. L. BALLENTINE, *Teller.*"

About the 2d or 3d of this month, I am not sure of the date, I drew a check for $130. That would leave this deposit $620.

Mr. HOLMAN. Was that paid?

Mr. LANHAM. That was paid. I am informed this morning by Mr. Leedom, the chairman of this committee being present, substantially that deposits of this kind have been kept in separate and distinct accounts.

Mr. REED. Was it in the form of a check?

Mr. LANHAM. It was $750 in money. I want this committee to report, if it can, on the facts of the case, the manner in which these deposits have been kept. I do not believe that this particular money ever was stolen by Silcott, and if it is true that the Sergeant-at-Arms has kept these matters of private deposits in an outside bank, it seems that the matter ought to be reported as a basis for action hereafter.

The CHAIRMAN. The committee understands this matter.

WASHINGTON, D. C., *December* 18, 1889.

The committee met at 10 a. m., all the members present.

Mr. BLOUNT. Mr. Chairman, I move that Mr. Payne and Mr. Hemphill be appointed a subcommittee to examine the statement of balances made by Mr. Forsythe on account of private deposits, and report to the committee thereon.

The motion was agreed to.

Mr. BLOUNT. I move to take a recess for one hour.

This motion was agreed to, and accordingly the committee at 12.35 took a recess for one hour.

AFTER RECESS.

STATEMENT OF HON. E. B. TAYLOR.

Mr. E. B. TAYLOR, a Representative from the State of Ohio, appeared before the committee and made the following statement:

Mr. TAYLOR. Mr. Chairman, I appreciate the fact that you have had a very unpleasant duty to perform, and a very difficult one; and I do not wish to make it more difficult by adding any words, but understanding from the newspapers what the committee might report, I have one or two suggestions which I wish to make in reference to the possible recommendation of the committee that the whole matter be referred to the Court of Claims to decide, first, whether the Sergeant-at-Arms is a disbursing officer of the Government; and, secondly, what disposition should be made of the money on hand. The difficulty that arises in my mind at once with reference to that matter is that this whole course must be impracticable. The claims of the members for their pay are separate claims of individual members, not presented to Congress, so that under the Bowman act, or its amendments, they could not be referred to the Court of Claims. How can you refer that question to the Court of Claims? How can you refer my claim for salary to the Court of Claims without my consent? It is not a matter of Congressional action, but it is a matter for my individual action. If I have to sue, I shall want to select my own forum. If I make up my mind that the Government is indebted to me, I can sue in the District court or at

my home or elsewhere; but it is for me to say where I shall bring my suit, or whether I shall bring it at all.

If I should conclude that the Sergeant-at-Arms was not a disbursing officer, but that my claim was against him, then it would be a claim of my own, and I would not care to have this committee or Congress refer it to the Court of Claims. The question involved is, what proportion of the money on hand I should have, or some question of that kind, and I find that that is the almost universal sense of the House. In regard to whether the Sergeant-at-Arms is a disbursing officer or not, I do not want to enter into that or say anything further than simply to state this fact. I think I am correct in my idea, because I have been on both sides of this question within a few days. At first I thought the Sergeant-at-Arms to be an agent under our receipts.

By the CHAIRMAN:

Q. Each of us?—A. Each of us. But I have now concluded he was not our agent, but the disbursing officer of the House. I would not give that as an opinion of any value. My belief is that a bill from this committee appropriating money for the payment of our salaries would meet with the approbation of the House and the country, almost unanimously. I am of the opinion that a member who has lost his pay through no fault of his own, and does not approve of an appropriation to pay it, does not deserve his salary. The other point on which I was desirous of expressing my opinion is, that there is no way by which this committee, or this House, can refer to the Court of Claims the accounts of individual members.

By Mr. HEMPHILL:

Q. No way by which the House could refer it to this committee?—A. No, sir. You can not refer it, because the parties are not before you. You can not refer my claim.

Q. Your claim was referred to this committee?—A. The House instructed the committee what to do; but the House did not and could not refer my particular claim to you.

Q. The House directed us to bring in a report, and determine the question as to the salaries of members.—A. I admit that; and what right has the House to do it? What jurisdiction has it over my claim? Suppose this claim was for a house and lot?

Mr. BLOUNT. Conceding all you say in reference to it, suppose it had passed a bill to refer these questions to the Court of Claims?

Mr. TAYLOR. And did it determine that the Sergeant-at-Arms was a disbursing officer?

By Mr. HEMPHILL:

Q. We would have as much right to refer the claim of a member of Congress to the Court of Claims as to refer the claim of any other man.—A. The law under which the other reference is made specifically provides if a man brought his claim to Congress, Congress might refer it to the Court of Claims.

Q. Under the Bowman act?—A. Yes.

Q. Suppose you were a private citizen and had a claim against the Government, and should come here to Congress and ask to have it referred under the Bowman act, you say Congress would not have the right to say you should go to the Court of Claims.—A. I say Congress in that case would have the right.

Q. Then why not in this case?—A. Simply because I have not asked Congress to do it. I may sue before this court, but you can not say that my claim shall go there and be decided.

Q. We can direct the Sergeant-at-Arms to bring a suit to determine the legal proposition.—A. You can not direct the Sergeant-at-Arms to bring an action about my claim. You may direct him to sue me, but I should demur to the jurisdiction. The House may determine to refer a claim to the Court of Claims, but it must be a claim which has been formulated and presented. So far as I am concerned, I have no interest in this matter. My loss is small and is not worth talking about, but I would dislike to have this committee present to the House a proposition that in law would not bear scrutiny.

Mr. STEWART. What do you say to this. Your objection is rather to the form of this proceeding than to going to the Court of Claims. Suppose a bill were planned in this way, authorizing members of Congress in behalf of themselves, and such others as might choose to join them in a suit, to sue.

Mr. TAYLOR. That would relieve the committee of the question, but it would not settle it.

Mr. STEWART. Those who would not come in would not be adjudicated, and hence we could not tell how much to appropriate.

Mr. TAYLOR. Such a bill as that would meet with no opposition from me, nor would it be obnoxious to the criticism I suggest.

Mr. HEMPHILL. There is no doubt of this, that if a member chooses he would have the right to go into the District court and get out an injunction; and I can not con-

ceive why any man would object to an action being brought in the name of the Sergeant-at-Arms to decide this legal question in the court.

Mr. TAYLOR. Provided any member desired to lend his name for that purpose, but it would be a great objection to it to direct an individual to do it who is unwilling.

Mr. BLOUNT. Conceding all you say about it, would not that be all that is necessary?

Mr. TAYLOR. If that tribunal said he was a disbursing officer and a member should receive his pay, that would settle it. If it said, on the other hand, he was not a disbursing officer but simply an agent of individual members, what would that settle?

Mr. BLOUNT. Would it not be a guide to the House as to these conflicting claims?

Mr. TAYLOR. The House might be guided by it, and it might not. To what conflicting claims do you refer?

Mr. BLOUNT. In reference to some moneys deposited, not salaries, there is a theory of distribution that pays them before anybody.

Mr. TAYLOR. I did not suppose that anybody was in earnest in that.

Mr. BLOUNT. I am not saying this with a view of controverting anything which you have said; but if the House is seeking to have this court set up a standard of action for it and pass upon these claims, would not the members get what they are after?

Mr. TAYLOR. I will tell you what the members are after; they are after their pay. It would be still, in a way, entirely legal, and within the power of Congress.

Mr. BLOUNT. Each member is interested in the result; and his motives and judgment would be discredited; and so they seek the Court of Claims for the purpose of getting the opinion of a body of men not interested in the question, and whose opinion would have the confidence of the country.

Mr. TAYLOR. I am so constituted that I can not understand that feeling. I can see how a man, if he thought that money was not his, would not favor an appropriation; but, if he thought it was his, he ought to favor the bill. I do not want a third party to bear any of my burdens.

Mr. BLOUNT. You were giving a reason why we should not go to the Court of Claims—because it did not bind anybody.

Mr. TAYLOR. My objection is, there is no road between you and the Court of Claims, and I would dislike to have this committee put itself in a position of that sort.

Mr. BLOUNT. Suppose that we passed a bill submitting these questions to the Court of Claims, would it take action?

Mr. TAYLOR. I do not know but that it might.

Mr. HEMPHILL. I can not see why we can not refer this to the Court of Claims on the same principle that we ask the opinion of the Attorney-General.

Mr. TAYLOR. The law provides that that shall be done.

Mr. HEMPHILL. We can pass a bill providing the other shall be done.

Mr. TAYLOR. You can not ask the court to give its opinion.

Mr. HEMPHILL. Why not say, for the enlightenment of the House of Representatives, that the Sergeant-at-Arms shall begin an action, and, if you choose, you can go there and make objection, or say you will not be bound by that decision.

Mr. TAYLOR. I have already said that you might allow any member of the House to present his claim.

Mr. HEMPHILL. Why can not we direct the Sergeant-at-Arms?

Mr. TAYLOR. To do what?

Mr. HEMPHILL. Bring action in his official name.

Mr. STEWART. It must be a voluntary act on the part of the parties. You can not make a man a party to a suit without his consent.

Mr. TAYLOR. You can not do it at all.

Mr. BLOUNT. Is there any case where a claim has been referred to the Court of Claims except for the purpose of adjudicating rights?

Mr. TAYLOR. No, sir; and never can be.

Mr. BLOUNT. And that action, I suppose, is to be considered with reference to the character of the court?

Mr. TAYLOR. To show you how strict they are in that regard, the Interstate-Commerce Commission, which is rather advisory (more so than a court), before which I made application the other day to get its advice in reference to the importance of proposed contracts with railroads, as to whether it would infringe the rules of that commission, it formally declined to do it, saying that it decided no cases except those which actually arose.

Mr. HEMPHILL. Suppose we passed a bill, would not that bind them?

Mr. TAYLOR. I should think not. Courts are created under the Constitution.

Mr. HEMPHILL. There are a number of States in which the legislatures have referred such questions to the supreme courts.

Mr. TAYLOR. It might be done under the constitution of the State. There is no

such thing possible under the Constitution of the United States, and all our courts are constitutional court,s or courts anticipated in the constitution.

Mr. BLOUNT. Take the French spoliation claims, for instance, unquestionably private claims. Has not the House referred those claims to the Court of Claims to report on?

Mr. TAYLOR. Certainly; they were claims presented to the House, just as the Bowman act provides. If I should present my claim to the House it could refer it to the Court of Claims.

The CHAIRMAN. Here is a public office, to wit, the Sergeant-at-Arms's office, which has actually been receiving private funds and paying them out on private accounts. The accounts are mixed. It appears that there is a shortage of $70,000. You do not imagine it is just to supply that deficiency without distinguishing between private funds and public funds?

Mr. TAYLOR. I should say not.

The CHAIRMAN. What, in your opinion, is the status of the private funds in the safe of the Sergeant-at Arms?

Mr. TAYLOR. I should suppose they would be in the form of a debt between him and the members.

The CHAIRMAN. Would there be a right of attachment?

Mr. TAYLOR. Undoubtedly, if you could get hold of the funds.

Mr. PAYNE. Suppose these checks deposited with him for collection had all been deposited in the bank, and he were credited with the amount in bank, and that fund in the bank represented no other money except what was collected on these checks and what arose from the habit of discounting notes of members—which was, however, as I take it, a private matter outside of the regular official business of the Sergeant-at-Arms—suppose this balance in the bank covered all these claims, would that alter the case in any manner?

Mr. TAYLOR. I do not want to speak upon these things without reflection; but I should think it would.

Mr. PAYNE. The only question is, whether that was really private and not public money—a private matter arising from these individual deposits of checks—whether that money, in other words, could not be attached as personal property outside of the public money in the hands of the Sergeant-at-Arms?

Mr. TAYLOR. If you find that he had money outside it could be.

Mr. PAYNE. It was deposited to the credit of C. E. Silcott, cashier, but it was made up of checks deposited by members in the Sergeant-at-Arms's office here, and of the proceeds of discounts of members notes.

Mr. TAYLOR. It would be like attaching wheat in an elevator; it would be mixed.

Mr. Payne, from the subcommittee appointed in the forenoon, made the following report:

Mr. PAYNE. In the printed list presented by the expert is the name of Thomas M. Bayne, $720.68, with a note or draft for $557.50 in the safe. That is included in the $720.68.

Mr. HEMPHILL. You had better state that this is from the figures going to show the amount of deposits on hand.

Mr. PAYNE It is the amount on hand on the 2d day of December. Mr. Bayne deposited $163.18 in checks, and that those checks were deposited by Mr. Silcott in the National Metropolitan Bank, and that on the 4th day of December Mr. Bayne deposited $557.50 in checks, and that those checks never went to the bank, but are in the safe of the Sergeant-at-Arms; that Mr. Bayne has drawn no money from the Sergeant-at-Arms against his general account since the 4th of November. So that there is no difficulty in coming to the conclusion that he has a claim for $163.18 on account of private deposits and also a further claim of $557.50 on the checks now in the vault of the Sergeant at-Arms.

Mr. HOLMAN. On account of salary?

Mr. PAYNE. Checks outside of salary.

The CHAIRMAN. Does it not also appear there is a charge there to the amount of $720.68 which is included in this statement of liabilities and which goes to make the $158,000?

Mr. PAYNE. That is part of the total statement of liabilities.

The next name is that of W. C. P. Breckinridge, $208.33. It appears that, on November 25, Mr. Breckinridge deposited a check for $400, and that at that time his account was overdrawn $487.64, so that after depositing that check his account was still overdrawn on that day some $97.64; that on the 30th day of November he deposited a check for $208.33; that on the 30th day of November he drew by check $40, on the 3d day of December he drew by check $20; that $40 and that $20, added to the $97.64, makes $157.64 drawn by him. Now, the only balance he had at that time was $208.33, leaving a balance of $50.69, which represents the amount of his private deposit. On the books of the Sergeant-at-Arms he is credited on the 29th of November with salary for the month of November of $416, but inasmuch as this $416 was not

due until the 4th day of December, and as it appears that the Sergeant-at-Arms refused to advance salary to Mr. Cutcheon before the 4th day of December, the committee has arrived at the conclusion that these checks and this overdraft should be charged against those private deposits, $208.33, because this was the only credit which Mr. Breckinridge was entitled to when he drew those checks on the 30th November and the 3d of December.

The CHAIRMAN. And what is the result?

Mr. PAYNE. The result is that the amount of the private deposit is $50.69, and there became due from salary the sum of $416.

J. W. Candler appears on the list with a credit of $1,050 for private deposit. Now, it appears that Mr. Candler deposited a draft for $1,050 on the 3d day of December, and that he has drawn nothing from the Sergeant-at-Arms since that time; so that he is entitled to a credit of $1,050 for the deposit of a private check.

The next is Mr. J. A. Geissenhainer, $3,334. Mr. Geissenhainer on the 2d day of December deposited Treasury drafts and checks sent him by the Sergeant-at-Arms's office as salary, and which he brought with him from his home. Those drafts covered his salary from the 4th day of March to the 4th day of November, and amount to $3,334.

Mr. HOLMAN. He brought them all back?

Mr. PAYNE. He brought them all back and deposited them with the Sergeant-at-Arms on the 2d day of December.

Mr. HOLMAN. And they went to the bank?

Mr. PAYNE. They went to the bank. He has not drawn a dollar against it.

The next is Mr. T. J. Henderson. Mr. Henderson, on the 25th day of November, deposited a draft or check for $250 with the Sergeant-at-Arms, and that went to the bank and was credited to the Silcott account. On the 25th Mr. Henderson drew a check for $50, on the 30th for $25, and on December 4 for $25. His salary for November was credited on the 29th day of November, but of course he was not entitled to draw it until the 4th of December. Now, of the $50 on the 30th and of the $25 on the 30th, $75 in all, the committee are very clear that that was drawn against this $250, because it was the only balance he had at the Sergeant-at-Arms's office. The $25 drawn on the 4th day of December, the committee is unable to say whether that was drawn from the special deposit or from the salary. That was drawn on the Sergeant-at-Arms; but this fact ought to be stated, that Mr. Henderson's salary was a part of the $36,000 drawn on the 29th of November, all of which was paid over to the paying teller. The only doubt is as to $25.

The CHAIRMAN. Are you able to apply the rules of commercial law to that?

Mr. PAYNE. We do not find that there is any commercial law that meets the case.

The CHAIRMAN. What balance do you finally allow?

Mr. PAYNE. We say $150 is deposited of private checks; we are not able to say whether this $25 is a private check.

The CHAIRMAN. The question is, as to whether he is entitled to $150 or $75?

Mr. PAYNE. The next is Mr. William D. Kelley, who is on this list for $75. On the 2d day of December he deposited, the book says, cash $75. He drew no check after that date. The last charge against his account is the 4th of November, so that we find that he has a claim for a cash deposit of $75. He is also entitled to his salary for the month of November, $416.

The next is the name of S. W. T. Lanham, $620. On the 30th of November Mr. Lanham deposited $750 cash, the book says; on the 3d of December he drew on a check $130. At that date there was nothing due him for salary, so that the committee find he is entitled to a credit for private deposit of $620.

The CHAIRMAN. There is no question as to the amount?

Mr. PAYNE. No, sir. Mr. W. D. Owen, on the 4th of December, deposited $18.81, and he has drawn no money since.

Mr. REED. Was that a check?

Mr. PAYNE. That was a check, $18.81.

The next is Mr. J. A. Pickler, $599.44. On the 16th day of November Mr. Pickler deposited $300. That is the first credit on his account, which was for a $300 draft deposited. On the 2d day of December he deposited a draft and cash of $524.03, making in all $824.03 for deposits. From the 16th day of November down to and including the 2d day of December he drew upon checks the sum of $224.59, leaving a balance of $599.54, which we find was due him for deposits of private funds, and that on the 4th of December his salary became due, $416. There is a question here. He is credited with $13.69 more, which, of course, represents his salary for the month of October, he having been elected after the admission of Dakota as a State. But it appears that this $429.69 was drawn in one sum on the 30th of November, but whether the $13.69 should be deducted from the $599.44 or not, because it would be due if his certificate had been filed on the 4th day of November, is something which the committee is not able to find out.

The CHAIRMAN. The sum in controversy is $13.69?

Mr. PAYNE. I will state that I am satisfied myself that this salary was due on the 4th day of December, and I arrive at this conclusion from the fact that when I inquired about my own credentials I was informed that the credentials of none of the members from the new States had been filed, with the exception of that of the member from Montana; that neither of the Dakotas had been filed at that time; so that he was not entitled to his salary until the 4th day of December.

The next is the name of J. B. Reilly, $417. He deposited on the 3d day of December a draft for $417, a Treasury draft, and on the same day he presented his check for $150, and received the money on it. He had nothing due for salary until the 4th of December; so that he is entitled upon private deposit to the sum of $267, in addition to his salary for November.

Mr. M. A. Smith, who seems to have been a Delegate in the Fiftieth Congress, on the 17th day of December, 1888, made a deposit and checked $190 from the deposit. Besides this he had a balance due him for salary of several hundred dollars at that time, and there has been no time since but what he has had a balance due on deposit of considerably more than $190. He sometimes had several thousand dollars besides to his account, made up of salary and one other deposit. On the 21st day of February, 1889, he also deposited check for $50. On the same day, the 21st day of February, he drew from the Sergeant-at-Arms $50. My own opinon is that this was the same transaction. He deposited the check and received the sum in money. So that your committee would report that there is due Mr. Smith upon deposit of private checks $190, and whether this $50 is due upon private checks or not depends upon whether the $50 was made at the same time. Eighteen hundred and twenty-one dollars was made up in part of salary and in part of deposits. It appears that there was a balance due Mr. Smith on the 2d day of April coming over from the Fiftieth Congress of $1,493.22, and that he has drawn nothing upon his account except $175 on the 2d day of December, 1889.

The CHAIRMAN. These checks have been drawn from time to time against the deposits and salary?

Mr. PAYNE. The total credits of salaries and checks up to and including the deposit of $190 on the 17th day of December, 1889, amounted to $4,861. That the total amount of his checks drawn against his accounts down to and including the 2d day of December, is $4,842.78. Now, if we apply the checks against the private deposit that would entirely wipe out the amount, because he checked more than the private deposit since the 21st of February last. Now, what principle of law should apply to this your committee have not been able to agree.

Mr. HEMPHILL. This account of Mr. Smith begins on September 22, 1888, when he had a balance of $1,821, which was made up of deposits and salaries, as I understand.

Mr. PAYNE. The next name is that of J. H. Sweeney. On the 30th of November he deposited $75 in a draft, and he has drawn no money since that day. So he is entitled to a credit of $75 on account of private deposit.

The next is W. Vandever. On the 21st day of November he deposited $600 in drafts and cash. He drew, on the 25th day of November, $8.25; on the same date, $25; on the 3d of December, $37.50; and on the 4th December, $50; making $120.75. That would leave a balance of $479.25. Nothing was due him on salary until the 4th day of December.

The next is R. P. C. Wilson. On the 11th day of October he deposited draft for $416, and on the 11th day of October he drew $200. No salary was due him until the 4th day of November following, so that he is entitled to a credit of $216 on account of private deposit.

The next is the account of J. P. Leedom.

The CHAIRMAN. Will you ignore that?

Mr. PAYNE. Mr. J. P. Leedom's account shows a credit of a balance of $188.

Mr. Taulbee is on here for $50, but I do not find any account.

Mr. HEMPHILL. That is manifestly a deposit.

Mr. PAYNE. The fact in regard to Mr. Taulbee's claim appears in his evidence and shows a balance of $50 due him as a cash deposit.

There is an account with L. Dalton, Postmaster, on which there is an unpaid balance of $20. The whole credit side of the account is made up of deposits or cash.

Mr. BLOUNT. I move that the chairman be authorized and requested to appoint some suitable person as clerk of this committee.

The chairman put the motion and it was carried.

Tabular statements showing the results of the examination made by Messrs. Payne and Hemphill of balances due on account of deposits.

LIABILITIES AND ASSETS.

LIABILITIES.		ASSETS.	
Salaries due to members	$150, 288. 95	Cash in teller's compartment	$4, 610. 60
Private deposits of members	7, 216. 59	Cash in cashier's compartment	33, 400. 00
Draft of T. M. Bayne in safe	557. 50	Cash in safe	28, 740. 58
Balance due L. Dalton	20. 00	Cash balance received from bank	16, 657. 34
Balance due J. P. Leedom	188. 00	Overdrafts of members	4, 148. 61
		Overdrafts of private funds	5. 00
		Balance to liabilities	70, 708. 96
Total	158, 271. 04	Total	158, 271. 04

DEPOSITS OF MEMBERS.

T. M. Bayne*	$163. 18
W. C. P. Breckinridge	50. 69
J. W. Candler	1, 050. 00
J. A. Geissenhainer	3, 334. 00
T. J. Henderson	150. 00
W. D. Kelley	75. 00
S. W. T. Lanham	620. 00
W. D. Owen	18. 81
J. A. Pickler	509. 44
J. B. Rielly	267. 00
M. A. Smith	68. 22
J. H. Sweeney	75. 00
W. Vandever	479. 25
R. P. C. Wilson	216. 00
W. P. Taulbee	50. 00
Total	7. 216. 59

* Mr. Bayne has a draft for $557.50 in the safe of the Sergeant-at-Arms not included herein.

Statement prepared by Mr. Forsyth, showing discrepancies between the account of C. E. Silcott, cashier, as the same appears on the books of the National Metropolitan Bank, and the account of said bank as it appears on the books of the Sergeant-at-Arms.

NATIONAL METROPOLITAN BANK IN ACCOUNT WITH J. P. LEEDOM, SERGEANT-AT-ARMS, HOUSE OF REPRESENTATIVES.

[Checks drawn by C. E. Silcott, cashier Sergeant-at-Arms's office.]

Dr.					Cr.
Date.	Bank charges.	Amount.	Date.	Sergeant-at-Arms's credits.	Amount.
1888.			1889.		
Apr. 25	Check	*$411.93	Mar. 22	By check	$5,000.00
June 2	... do	*412.41	June 26	....do	3,000.00
Aug. 16	... do	*2.00		Balance	29,271.04
21	....do	*4.30			
27	....do	*5.75			
30	....do	*9.65			
1889.					
Mar. 19	....do	†5,000.00			
May 13	....do	*10,425.00			
June 10	....do	*14,500.00			
21	....do	*2,000.00			
26	....do	‡3,500.00			
July 10	....do	*1,000.00			
	Total	37,271.04		Total	37,271.04

*Checks charged by bank that do not appear on ledger of Sergeant-at-Arms.
†This item credited by the Sergeant-at-Arms, March 22, 1889.
‡This item credited on the books of the Sergeant-at-Arms as $3,000.

DEPOSITS.

Sergeant-at-Arms's charges.			Bank credits.		
1888.			1888.		
Apr. 26	To deposit	$3,417.58	Apr. 25	Discount	*$411.93
July 14	.....do	1,029.85	26	Deposit	†5,417.58
Sept. 13	.....do	239.29	May 26	Collection, Whitthouse	‡500.00
1889.			June 2	Discount	*412.41
Apr. 2	.....do	50.00	July 9	Collection, Memphis	‡29.85
16	.....do	575.00	13	Collection, Brooklyn	‡500.00
May 4	.....do	227.50	Sept. 13	Deposit	§239.30
	Balance	29,914.90	Oct. 18	.....do	*9.65
			1889.		
			Mar. 8	Collection, Memphis	*30.00
			18	Collection, Brooklyn	*25.00
			25	Collection, Duluth	*50.00
			26	Collection, Young	*30.00
			Apr. 16	Deposit	‖575.90
			May 4	.....do	¶237.50
			13	25 discounts	*10,425.00
			June 10	35 discounts	*14,560.00
			21	Deposit	*2,000.00
		35,454.12			35,454.12
	Ledger reports balance	8,830.83		Bank credits	29,914.90
	Excess of credits by bank	643.86		Bank charges	29,271.04
	Bank reports balance	9,474.69		Excess of credits	643.86

*Credits by bank that do not appear on books of Sergeant-at-Arms.
†These items appear to have been charged by Sergeant-at-Arms July 14, 1888
‡This item is $2,000 in excess of the charge by the Sergeant-at-Arms.
§This item is 1 cent in excess of the charge by the Sergeant-at-Arms.
‖This item is 90 cents in excess of the charge by the Sergeant-at-Arms.
¶This item is $10 in excess of the charge by the Sergeant-at-Arms.

Extracts from the Journal of the House of Representatives, first session Twenty-second Congress.

Thursday, June 7, 1832.]

The Speaker made the following communication, viz:

"In giving the information asked for from the Chair, as to the manner in which the members draw their pay for attendance and mileage, the Speaker informs the House that, as its presiding officer, he has during the present session made four requisitions upon the Treasury Department for the following sums and under the following dates, viz:

December 8, 1831	$50,000
January 12, 1832	100,000
March 20, 1832	100,000
May 16, 1832	100,000

"In these requisitions the Secretary of the Treasury was requested to order a warrant to be issued from the Treasury in favor of the cashier of Branch Bank of the United States in Washington for the sums required to pay the members of the House of Representatives for mileage and attendance at the present session of Congress.

"Copies of these requisitions have been obtained and are now presented to the House. When members wish to draw for the whole or any part of the amount of pay due to them (and they can not draw in advance), they apply to the Sergeant-at-Arms (whose duty it is to keep the books and accounts and prepare checks), who fills up a check for such amount, not exceeding the sum then due to the member, which the Speaker signs, and the money is then drawn from the bank (under the authority of the requisition upon the Treasury Department) by the Sergeant-at-Arms, and paid to the individual members.

"The bank advances no money to pay the members for their attendadce or mileage until the Speaker issues his requisition upon the Treasury for that purpose.

"This has been the course heretofore pursued (as the Chair is informed) with the banks in which the Government deposits were made before the establishment of the present Bank of the United States, in 1817, and with that bank since that period."

Mr Letcher moved the following resolution:

"*Resolved*, That the statement now made by the Speaker as to the manner in which the members of this House draw their compensation for attendance and mileage be entered upon the Journals, printed, and appended to statement No. 2 of the minority bank report in explanation thereof."

After debate the resolution offered by Mr. Letcher was adopted.

Tuesday, June 26, 1832, the Speaker laid before the House the following communication:

"*To the Speaker of the House of Representatives:*

"SIR: I beg leave, through you, to tender to the House of Representatives the resignation of my office as their Sergeant-at-Arms. A long course of kindness, first shown to my father and then extended to me from my earliest years, demands an expression of gratitude which I feel at this moment very inadequate suitably to make. I have fallen into unexpected misfortunes which I am but too sensible have led me into error. The books and papers commended to my charge are herewith surrendered to the Committee of Accounts for settlement.

"J. O. DUNN.

"WASHINGTON, *June* 25, 1832."

The letter being read it was, on motion of Mr. Richard M. Johnson,

"*Resolved*, That the Committee of Accounts be instructed to examine the accounts of J. O. Dunn and ascertain how much of the daily compensation and mileage of the members has been drawn by him and not paid over to the members, and what disposition has been made by him of the same, and that they be paid out of the contingent fund to the amount drawn by said Dunn and not paid over by him."

* * * * * * * *

A motion was made by Mr. Gordon that the House do reconsider the vote of this day by which the resolution moved by Mr. Richard M. Johnson in relation to the accounts of John O. Dunn, late Seargent-at-Arms, was agreed to; when

A motion was made by Mr. Vinton that the said motion do lie on the table. Lost.

And then, by consent of the House, the said resolution was modified to read as follows:

"*Resolved*, That the Committee of Accounts be instructed to examine the accounts of J. O. Dunn and ascertain how much of the daily compensation and mileage of the members has been drawn by him and not paid over to the members, and what disposition has been made by him of the same, and to inquire into the expediency of providing by law or otherwise for the payment to the several members of this House, on

whose account the said Dunn shall have received sums of money as aforesaid, the sums of money so received and not paid over."

[June 28, 1832.]

Mr. Richard M. Johnson moved the following resolution:

"*Resolved*, That the Committee of Accounts be instructed to order to be paid out of the contingent fund of the House, to the Members and Delegates thereof, the amount of their per diem allowance and mileage which John O. Dunn, late Sergeant-at-arms, received on checks drawn in their behalf and which he has failed to pay over to them, upon certificate of the Member or Delegate."

Passed.

Copies of documents on file in Treasury Department, being statements of members of the Twenty-second Congress relative to the defalcation of John O. Dunn, Sergeant-at-Arms.

HOUSE OF REPRESENTATIVES, *June* 26, 1832.

On Thursday last I applied to John Oswald Dunn to procure me a check from the Speaker for one hundred and fifty dollars. I wished a draft on N. Y. for a part of that sum on Saturday. On that day, not having procured the check or the money, I again spoke to Mr. Dunn, the Sergeant-at-Arms, and informed him that I must have at least a portion of it that day to send to New York. He inquired how much I wished to send to N. Y. I told him $51 41. He said I should have it in time. About 4 o'clock on that day (23d inst.) he brought me a draft on N. Y for $51.41., and at the same time presented me the Speaker's check for $150 for my endorsement. I rec'd the draft and endorsed the check and gave it back to Mr Dunn. I have received no other money on said check, and I understand from Mr. Carr that it has been paid at the bank. The balance due me on that check is $98.59. I believe the remainder of my account is correct in the Sergeant's books. The check was drawn from my wages and mileage.

Yours, respectfully,

FREDERICH WHITTLESEY, of N. Y.,

COMMITTEE OF PUBLIC ACCOUNTS.

The Clerk of the House will pay to the Hon. T. Whittlesey the sum of ninety-eight $\frac{99}{100}$ dollars out of the contingent fund, in pursuance of the resolution of the House, 28th June, 1832.

June 30th, '32.

ROBT. ALLEN,
Chr. Com'tee of Accts.

Rec'd of Mathew St. Clair Clark, Clerk of the House of Rep's, the sum of money mentioned in the above order June 30, 1832

F. WHITTLESEY.

I certify that I am charged by the late Sergeant-at-Arms with two hundred and thirty-two dollars more than I was entitled to receive, and which I never did receive.

THOS. D. ARNOLD.

July 14th, 1832.

The above allowed and accepted.

GEO. BURD,
Com.

The Clk. H. R. will pay the above.

GEO. BURD.

Hon. T. D. Arnold allowed by us at two hundred and thirty-two dollars ($232).

GEO. BURD,
B. J. LUNNIE,
Com.

16 July, 1832.

Received the above this 16th July, 1832.

THOS. D. ARNOLD.

HOUSE OF REP'S, July 3, 1832.

I hereby certify on honor that on or about the tenth day of May, 1832, I applied to Jno. O. Dunn, late Sergeant-at-Arms of this House, for one hundred dollars on account of my pay and mileage, and endorsed a bank check for what I supposed and believed to be for that amount. About one week thereafter I received from said Dunn one hundred dollars and no more. I have since found two hundred dollars charged to me, and have examined the Speaker's check at the U. S. B. Bank, dated May 10,

1832, in my favor for two hundred dollars, with my name endorsed thereon, which check I had never before seen after the Speaker's signature was made thereto, and which check was given on account of my pay and mileage, and on which I received from said Dunn one hundred dollars as aforesaid only. I am the more certain in my recollection from the fact that the next day, or the next day but one, after I received said hundred dollars, being Sabbath morning, the said Dunn applied to me to borrow said sum of one hundred dollars for a gentleman who he said was going out of the city that day to the Baltimore convention. I told him I could not let him have but seventy-five dollars, as I had, while waiting for the money, borrowed twenty dollars to pay a board bill, and I did not wish to be entirely out of cash. The seventy-five dollars he afterwards returned me.

RUFUS MCINTIRE.

The Clerk of the House will pay to the Hon. Rufus McIntire, member thereof, the sum of one hundred dollars out of the contingent fund of the House, in pursuance of the resolution of 28th of June, 1832.

July 3, 1832.

GEO. BURD,
JNO. V. BURGIN,
Committee.

Rec'd of Matthew St. C. Clark one hundred dollars, in full of the above order.

RUFUS MCINTIRE.

Some time about the last of May I called on I. O. Dunn, late Sergeant-at-Arms, for fifty dollars. He soon brought me the check book when I indorsed a check as I supposed for fifty dollars; in a day or two he paid me fifty dollars. It now appears from the books of the bank that the check was for one hundred dollars, only fifty of which was paid over to me by Dunn, he having retained fifty dollars of the amount drawn, without my knowledge or consent. I ask that the same may be allowed me.

G. N. BRIGGS.

30th JUNE, 1832.

The Clerk of the House will pay to the Hon. G. N. Briggs, a member thereof, the sum of fifty dollars out of the contingent fund of the House in accordance with the resolution of the House of the 28th of June, 1832.

ROBT. ALLEN,
Chr. Comtte. of Accts.

JUNE 30, 1832.

Recd. of M. St. Clair Clark fifty dollars as the within.

G. N. BRIGGS.

30th JUNE, '32.

Hon. R. ALLEN, *Chairman, etc.:*

On Wednesday or Thursday last Mr. Dunn was present in the Hall, and heard me say I calculated to leave next Monday week, 2d July. He asked me then if I had not better settle my account. I told him I would some day, soon. Shortly after, the same morning, he called on me at my seat, with his check-book, and showed me a calculation purporting to be my acc't, asked to sign a check for $693.20, saying he was now at leisure to attend to me, and observed to me he would get the Speaker's name to it, and hand the money to me the next morning or the next day. I requested him to get me some gold. He said he would get me $50. The Speaker's name was not to the check. On Saturday I reminded him about it, and he said he would give it to me in the course of the day, last Saturday. I never again saw the check, nor did I receive any of the money.

I never loaned nor authorized him to use any of the money.

SAM'L A. SMITH.

26 JUNE, 1832.

The above is a correct statement of the facts as they occurred.

J. O. DUNN.

Witnessed by
ARTHUR JO. STANSBURY.

$693.20.

The Clerk of the House will pay to the Hon. Sam'l A. Smith the sum of six hundred and ninety-three $\frac{20}{100}$ dollars out of the couting't fund in pursuance of the resolution of the House of 28th June, 1832.

30th June, 1832.

ROBT. ALLEN,
Chr. Com'tee of Accts.

Rec'd the above am't of M. S. Clark, 30th June, 1832.

SAM'L A. SMITH.

I hereby certify that the Speaker's checks for my pay and mileage have been placed in the hands of John O. Dunn, late Sergeant-at-Arms of the House of Representatives, to procure the money at the bank for me to the amount of three thousand two hundred and fifty dollars, and that all that I have received on the same of said Dunn is nineteen hundred and fifty dollars,* which balance is now due me.

F. E. PLUMMER.

JULY 14, 1832.

Examined and accepted.

GEO. BURS,
B. J. SEMMENS,
JAMES BATES,
Committee on Accounts.

WASHINGTON, *July* 17, 1832.

Received of the Clerk of the House of Representatives U. S. thirteen hundred dollars in full of the within.

$1,300. F. E. PLUMMER.

It appears on an inspection of the checks signed by me and on which John O. Dunn has drawn per diem and mileage due me as a member of the House of Representatives of U. S. that the said Dunn has drawn the sum of three thousand two hundred and fifty dollars. I certify that out of the above sum I have not received exceeding one thousand nine hundred and fifty dollars and that there is a balance due me of one thousand and three hundred dollars. July 9th, 1832.

F. E. PLUMMER.

To the COMMITTEE ON ACCOUNTS.

I hereby certify that my travel as a member of the House of Representatives of the United States was sixty-three days, and that my attendance up to and including Thursday, the 21st instant, was two hundred days; that I have received toward my pay *only* the sum of six hundred dollars; that on the eighteenth instant, intending to obtain leave of absence after Thursday last, I directed John O. Dunn, then Sergeant-at-Arms of the House, to make up my account for mileage and attendance to and including the 21st instant, saying I should want the balance on that day. He made up the account and the whole amount was twenty-one hundred and four dollars, leaving a balance to be due on the 21st of fifteen hundred and four dollars, and he filled up and brought me a check without the Speaker's name thereto, to the best of my recollection, for that amount; I indorsed my name on the back of this check, and he took it. On Thursday I spoke to him in reference to the check, and on Friday again informed the Sergeant-at-Arms that I must have the money on Saturday last and he promised I should.

On Saturday morning and two or three times during the session of the House I called on him for the money, which he had not, but continued to assure me I should have it that day. An hour or more before the House adjourned I looked for and could not find him. After the House adjourned I went to his home, and again after my dinner, and could not find him. I then addressed him a line and sent it by a servant, and afterwards concluded to go myself, and met the servant at the foot of the hill west of the Capitol and said Dunn part way up the hill, saying he had started to come to see me. He declared to me he had not then, on Saturday evening last, drawn the money on the check. I requested him to let me have it; he said the Capitol was locked, he could not get at his books, and assured me I should have it early on Monday morning.

Monday morning of this week, about nine o'clock, I called at his house. I found he went out before breakfast and had not returned. I went again in about an hour and found he had been home just after I first called, but I could not find him. I waited some time, then went to the Branch Bank and found he had drawn the money on the check on the 18th inst., the very day on which he presented it to me for my signature.

I did not suppose he could draw the money until the 21st, and had found that it always took some days to obtain money after it was called for. I fully believed, and had no doubt, that the Sergeant-at-Arms was the agent of the House or the Government to procure the money for, and to see to the payment of, the members, and that my endorsement was in the nature of a receipt in advance to the Speaker, and to operate as such against me only when the money was received; I never supposed he was my agent, or that I had reposed any private trust or confidence in him. Such belief was induced from learning that the Sergeant-at-Arms or the Doorkeeper had been for fifteen or twenty years the agent of the House or Speaker to procure the money for and to pay the members of the House.

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*Interlined.

I always looked at the face of the check, and don't believe I signed any one which had the Speaker's name to it.

Said Dunn never asked me for the loan or use of any money whatever, and I never consented that he should have the loan or use of any money whatever of mine.

House of Representatives, D. C., June 26th, 1832.

JOHN DICKSON.

I hereby certify that the first part of the within certificate of the signer of the above is correct and that his whole pay for mileage and attendance up to and including Thursday last, the 21st, was twenty-one hundred four dollars, of which he is charged with six hundred dollars only.

Excepting this check for fifteen hundred and four dollars mentioned in the within certificate.

June 28, 1832.

OVERTON CARR,
Act'g Serg't-at-Arms, House of Reps.

The Clerk of the House of Rep. will pay to the Hon. John Dickson, member thereof, the sum of fifteen hundred and four dollars out of the contingent fund of the House, in accordance with the resolution of the House passed this day.

June 28th, 1832.

ROBERT ALLEN,
Clerk Com. of Accounts.

28TH JUNE, 1832.

Rec'd of M. S. Clarke, Cl'k Ho. Rep., U. S., fifteen hundred and four dollars, as within allowed.

JOHN DICKSON.

I, John Oswald Dunn, late Sergeant-at-Arms of the House of Representatives of the United States, hereby certify that I received of the Hon. John Dickson, a member of said House, on the 18th of June instant, his endorsement on a check on the Branch Bank of the United States for fifteen hundred and four dollars; being the balance of his pay up to and including Thursday last, obtained the signature of the Speaker of said House to said check, and drew the money thereon, and that I have not paid the same over to said Dickson, although often requested by him so to do.

J. O. DUNN.

WASHINGTON, *June* 17, 1832.

Witnessed by
ARTHUR JO. STANSBURY.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 56.

CASES SUBMITTED UNDER PROVISIONS OF THE BOWMAN ACT.

Letter from the assistant clerk of the Court of Claims, transmitting a list of cases submitted under the provisions of the Bowman Act which have been dismissed for failure of proof of loyalty.

JANUARY 16, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 6, 1890.

SIR: Pursuant to the order of the Court of Claims I herewith transmit a list of cases (disposed of since the last former return) of claims for stores and supplies alleged to have been taken by, or furnished to, the military or naval forces of the United States for their use during the late war for the suppression of the rebellion, transmitted to the Court of Claims by the Committee on War Claims of the House of Representatives, under the act of March 3, 1883, chapter 116, commonly called the "Bowman Act," in which the court, on a preliminary inquiry, has found upon the evidence that it does not appear that the person or persons alleged to have furnished stores or supplies, or from whom stores and supplies were alleged to have been taken, were loyal to the Government of the United States throughout said war; and which have been dismissed for that cause, under section 4 of said act, for want of further jurisdiction.

I transmit also a copy of the finding and order filed by the court in each of said causes.

Very respectfully,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

List of cases, under act of March 3, 1883, *dismissed by the court for want of further jurisdiction, on the preliminary inquiry of loyalty.*

Docket No.	Name of claimant.	Date of transmission by Committee on War Claims, House of Representatives.	Docket No.	Name of claimant.	Date of transmission by Committee on War Claims, House of Representatives.
732	Byron Hoover	Mar. 19, 1886	1074	Cynthia Daniel	July 6, 1886
463	James H. Rogers	Feb. 9, 1886	476	John Relator	Feb. 9, 1886
3238	Joseph F. Anthony	Mar. 27, 1888	1146	N. Y. Coker, administrator of George M. Coker.	July 26, 1886
3100	Thomas J. Wolfe	Mar. 6, 1888			
1588	David Hopper	Feb. 20, 1887	498	Lizzie Thrasher, administratrix of Charles D. Hamilton.	Feb. 17, 1886
1182	Joseph V. Richards, administrator of Jean B. V. Richards.	Aug. 3, 1886			
			2383	Alfred P. Razzell	Feb. 10, 1888
1623	John T. Warren	Feb. 12, 1887	2694	John H. Geoghegan's administratrix.	Mar. 6, 1888
634	Elizabeth Robinson	Mar. 11, 1886			
1087	W. T. Tipler	July 6, 1886	3001	Simeon Shrewsbury	Do.

List of cases, under act of March 3, 1883, etc.—Continued.

Docket No.	Name of claimant.	Date of transmission by Committee on War Claims, House of Representatives.
923	J. C. Anderson's heirs, Henry T. Jones, administrator.	May 18, 1886
612	George P. Walters	Mar. 11, 1886
686	Hattie L. Pugh	Mar. 13, 1886
1362	James W. Van Metre	Mar. 5, 1886
1605	Richard Hill	Feb. 20, 1887
2080	John W. Eppes	Jan. 27, 1888
3195	James H. Arbuckle	Mar. 20, 1888
1638	Horace H. Hanmer	Feb. 20, 1887
1897	James W. Gee	Feb. 8, 1887
1889	Madison Porter	Do.
1525	Alfred R. Buffin	Do.
1880	William R. Liversay	Feb. 16, 1887
1560	Francis M. Brabham	Feb. 24, 1887
606	Elisha Stogsdill	Apr. 1, 1886
1462	Benjamin B. Schank	Feb. 8, 1887
959	Elam M. Thomas	May 28, 1886
680	John N. Towles's administrator.	Mar. 13, 1886
1636	Jacob E. Hodges	Feb. 20, 1887
1651	George W. Dice	Do.
1524	John Scott's executrix	Feb. 8, 1887
1463	Thomas West	Do.
1363	John G. Couchman	Mar. 5, 1886
644	Leonard M. Filkins, partner of Edward V. Douell.	Mar. 13, 1886
3022	William A. Samuel's administratrix.	Mar. 6, 1888
4939	Samuel A. Griffin	July 10, 1888
4381	Isaac W. Canter	May 1, 1888
6074	Josiah Rinker	Sept. 6, 1888
816	Joel Bradbury	May 14, 1886
873	Basil Hudgin's administrator.	May 17, 1886
883	J. W. Vanzant	May 17, 1886
1604	William Scott's administrator.	May 28, 1886
1186	Ashael Curtis	Aug. 4, 1886
1652	Clairborn Evans	Feb. 20, 1887
1659	D. A. Ferguson	Do.
1675	John C. Morrison	Do.
1676	John G. Beard	Do.
1778	Julia A. Hedrick	Feb. 27, 1887
1813	William M. Gossage	Do.
3198	Robert McClentic's administrator.	Mar. 20, 1888
3082	Adelaide E. Wither's administrator	Mar. 6, 1888
1073	J. A. Mosteller	July 6, 1886
1096	John T. Baskerville's administrator.	Do.
1066	William E. Matthews, administrator of William Clements.	Do.
1692	George Smith	Feb. 12, 1887
1603	Reuben Collins	Feb. 20, 1887
1504	A. M. Ramsay, executor of James Waters.	Feb. 8, 1887
1608	John M. Watkins	Feb. 12, 1887
3600	Francis Molliter	Apr. 10, 1888
4397	Dennis O'Dea	May 1, 1888
4698	John H. Buncutter	June 14, 1888
4505	Israel Smith	May 4, 1888
4446	Francis B. Farley	Do.
4982	George J. Clark	July 10, 1888
1983	Amos Shepherd's administrator.	Mar. 2, 1887
4003	Estate of Thomas Smith	Apr. 16, 1888
4276	William F. Viers	Apr. 20, 1888
4287	W. T. And	Do.
4321	W. S. Offut, jr	Apr. 20, 1888
4355	Robert T. Cooley	Apr. 27, 1888
4946	Estate of Ann C. Wood	July 10, 1888
5918	Estate of Stephen Roberts	Aug. 6, 1888
1326	Hamilton Downs	Jan. 24, 1887
1581	Estate of John S. Morrow	Feb. 24, 1887
199	William A. Anthony's executors.	Dec. 22, 1884
1711	William P. Long	Feb. 20, 1887
6869	Harriet Sudduth	Feb. 22, 1889
5052	S. R. B. Loving	July 10, 1888
6870	Jane F. White	Feb. 22, 1889
4941	Tabitha A. Waugh's administrator.	July 10, 1888
4943	Abraham Miller	Do.
4708	Isaac Jones	June 14, 1888
2574	J. C. Whitehead's administrator.	Mar. 9, 1888
1233	Andrew Brown's administrator.	Aug. 9, 1886
1011	William McBride's administrator.	May 27, 1886
872	Anna E. Smith	May 17, 1886
461	James M. Allen	Feb. 8, 1886
4702	John Chamberlain	June 14, 1888
4386	Samuel J. Trussell's administratrix.	May 1, 1888
4978	William R. Long	July 10, 1888
1284	Terence Byrne for herself and as administratrix of Joseph Byrne.	Jan. 24, 1887
6076	John Purcell	Sept. 6, 1888
6075	John Ritter	Do.
1083	James H. Searles's administrator.	July 6, 1886
1537	Bartholomew Shaull's estate.	Feb. 8, 1887
212	Cynthia Milliken	Dec. 22, 1884
4953	Thomas Moore's estate	July 10, 1888
1914	J. B. Brickhouse	Feb. 16, 1887
4804	A. A. Jenks	June 27, 1888
1042	Owen Ardinger	June 17, 1886
4357	David S. Greer's administrator.	Apr. 27, 1888
303	Samuel May	Feb. 13, 1885
4005	Samuel T. Smith's estate	Apr. 16, 1888
1520	Benoni Eckles	Feb. 12, 1887
1509	James Stevens's administrator.	Feb. 8, 1887
5658	Martin Redden	Aug. 6, 1888
1682	George Webster	Feb. 20, 1887
1689	John T. Oats	Do.
5744	Rose C. Brooks, Mary Brooks, mother of claimant.	Aug. 6, 1888
2724	Turner Babbitt	Mar. 13, 1886
5713	Matilda Underwood	Aug. 6, 1888
5643	Benjamin J. Wilson	Do.
687	Thomas B. Frith's executor	Mar. 13, 1886
1665	Nancy J. Howard	Feb. 20, 1887
1618	Henry Williams	Feb. 12, 1887
1906	Charles T. Dunn	Feb. 16, 1887
1012	Walter Wadsworth's administrator.	May 27, 1886
1196	Mildred A. F. White's administrator.	Aug. 4, 1886
3883	Mayer Newmark	Mar. 6, 1888
6055	James L. Wellborne, administrator of Elias Wellborne.	Aug. 20, 1888

By order of the court.
Test, this 6th day of January, A. D. 1890.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 57.

JOHN T. JONES AND OTHERS.

Letter from the assistant clerk of the Court of Claims transmitting findings by the Court of Claims in the case of John T. Jones against the United States.

JANUARY 17, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 21, 1889.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

HON. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 1576. John T. Jones *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that John T. Jones, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 14, 1888.

[Court of Claims. Congressional Case No. 1570. John T. Jones *vs.* The United States.]

At a Court of Claims held in the city of Washington, on the 1st day of April, A. D 1889, the court filed the following findings of fact, to wit:

FINDINGS OF FACT.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims, House of Representatives, on the 24th day of February, 1887.

Luther H. Pike, esq., appeared for claimant, and the Attorney-General, by W. I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 14th day of May, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case having been brought to a hearing on its merits on the 12th day of December, 1888, the court, upon the evidence and after considering the briefs and arguments of counsel on both sides, finds the facts to be as follows:

I.

The claimant seeks to recover for quartermaster stores and commissary supplies taken for the use of the Army from his two farms in Phillips County, Ark., which are thus set forth and described in his petition:

24 mules	$3,600
8 horses	1,200
2,100 pounds beef	105
500 bushels oats	250
1,000 pounds hay	5
2,500 bushels corn	2,500
8,750 pounds pork	875
2,500 bushels corn	2,500
6,600 pounds fodder	30
300 bushels corn	300
500 pounds bacon	70
	11,435

II.

The court finds that there was taken by the Second Brigade of the Second Division of the Army of the Southwest, the officers taking the same being Maj. Samuel Walker of Col. Powell Clayton's regiment, and Captain Hayden of the Dubuque Battery, and other officers of the same brigade, in July and November, 1862, and April, 1863, properly described in the first finding, the fair and reasonable value of which was $6,705.

BY THE COURT.

Filed April 1, 1889.
A true copy.
Test, this 21st day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 58.

JOHN B. McGHEE.

Letter from the assistant clerk of the Court of Claims, transmitting findings by the court in the case of John B. McGhee, administrator of Ann E. McGhee, against The United States.

JANUARY 17, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 24, 1889.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 468. John B. McGhee, administrator of Ann E. McGhee, deceased, *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Ann E. McGhee, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed November 18, 1889.

[Court of Claims. Congressional case No. 468. John B. McGhee, administrator of Ann E. McGhee, deceased, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 23d day of December, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 9th day of February, 1886.

T. W. Tallmadge, esq., appeared for claimant, and the Attorney-General, by John C. Chaney, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 18th day of November, 1889, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 16th day of December, 1889. The claimant in his petition makes the following allegations:

That there was taken from the farm of Barclay McGhee, in Monroe County, Tenn., by proper military authority and for the use of the Army, the following stores and supplies:

3,000 bushels corn	$3,000.00	5,250 pounds bacon	$787.50
4 horses	500.00	30 sheep	90.00
4 mules	660.00	60 bundles wheat	60.00
80,000 pounds hay	800.00	10 head of cattle	200.00
50,000 rails	1,500.00	50 head of hogs	200.00

All of the total value of $7,737.50.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, make the following

FINDINGS OF FACT.

I.

Barclay McGhee died in the year 1857, leaving six children, one of whom was claimant's intestate, Ann E. McGhee. January 6, 1885, claimant was appointed administrator of the estate of said Ann E. McGhee.

II.

The claim of the heirs of Barclay McGhee for the property taken from their plantation above described was prosecuted by their mother, Mrs. Margaret K. Parker, who was also administratrix of the estate of her deceased husband, before the Southern Claims Commission, and the Commissioners reported to Congress the following facts:

"Claimant's first husband, Barclay McGhee, died in 1857, leaving a valuable estate consisting of several farms, and, as the widow, the claimant administered on the estate. She remarried to one William Parker, who was a colonel in the Confederate Army during the war.

"The home farm was set off as a dower to the administratrix and in this petition she makes no claim on her own behalf, but only for the heirs.

"The supplies were all taken from the Citico farm, which at the time belonged to the heirs of Barclay McGhee. In the fall of 1863 McCook's division went there to recruit and remained some weeks during which time they drew supplies from the farm. The items are not proved as charged, but we find that some $4,250 worth were taken for the use of the Army. Two of the older heirs, to wit, Elizabeth and Ann, daughters of Barclay McGhee, do not establish their loyalty.

"The other four were under sixteen years of age, and their loyalty is admitted without proof.

"We deduct from the whole amount taken two-sixths, $1,410, and allow to the administratrix, to be equally divided between Margaret, John, Levina, and Mary, loyal heirs of Barclay McGhee, the sum of $2,820.

"A. G. ALLIS,
"J. B. HOWELL,
"O. FERRISS,
Commissioners of Claims.

III.

There was allowed, by Congress, and paid to the four children named in the Commissioners' report, the amount therein recommended, to wit, $2,820, being four-sixths of the value of the property taken, as found by the Commissioners. The one-sixth, $705, the share of the claimant's intestate, Ann E. McGhee, has never been paid to her.

Filed December 23, 1889.

BY THE COURT.

A true copy.
Test, this 24th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[In the Court of Claims. December term, 1885. No. 468 Congressional. John B. McGhee, administrator of Ann E. McGhee, deceased, *vs.* The United States.]

PETITION.

[Presented by T. W. Tallmadge, attorney. Filed ——.]

To the honorable the Court of Claims:

Your petioner, John B. McGhee, respectfully represents that he is a citizen of the United States residing at Four Mile Branch, in the county of Monroe, State of Tennessee. That on the 6th day of January, 1885, he was duly appointed administrator of the estate of Ann E. McGhee, deceased, by the county court of said county of Monroe, and therefore presents this claim as the legal representative of the said Ann E. McGhee.

Your petitioner further states that the said Ann E. McGhee was the daughter of Barclay McGhee, deceased, who died at Toquo, in the aforesaid county, in the year 1857, and from whose estate, during the late war of the rebellion, were taken by the United States forces quartermaster's stores and commissary supplies of the value of $7,737, and appropriated to the use of the United States Army, the items of which are as follows:

3,000 bushels of corn	$3,000	30 sheep	$90
4 horses	500	60 bushels wheat	60
4 mules	600	10 head of cattle	200
80,000 pounds of hay	800	50 head of hogs	200
50,000 rails	1,500		
5,250 pounds bacon	787		7,737

Petitioner further states that a claim for compensation for said stores and supplies was subsequently presented by Mary K. Parker, administratrix of said estate, to the Southern Claims Commission, under act of Congress approved March 3, 1871, and an allowance of $4,230 made therein by said Commission; one-sixth of which allowance belonged to the said Ann E. McGhee, deceased, but the same was withheld from her on the ground that she had omitted to establish her loyalty, which your petitioner is informed the said Ann E. McGhee neglected because she was not advised that it was necessary. Your petitioner further states that the said Ann E. McGhee departed this life on or about the 9th day of November, 1884, and that he, knowing said decision to be unjust, petitioned the Forty-eighth Congress of the United States for relief, and on or about the 13th day of February, 1886, said petition was, by the Committee on War Claims of the House of Representatives, referred to the honorable Court of Claims, under an "act to afford assistance and relief to Congress and the Executive Department in the investigation of claims and demand against the Government."

Your petitioner further states that said claim has not been assigned or transferred and that he is the party duly authorized as aforesaid to present the same before the honorable court; that it is correct and just; that the said Ann E. McGhee, deceased, gave no aid or comfort to the late rebellion, but was throughout the war loyal to the United States. For a more specific description of said claim and the cause of failure on the part of the said Ann E. McGhee to establish her loyalty your petitioner respectfully refers to the original petition in the case to Congress and the proofs filed therewith.

Your petitioner claims for the estate of the said Ann E. McGhee, deceased, the sum of $705, and prays that when the facts shall have been ascertained as to her loyalty and the justice of said claim the same may be reported to the House of Representatives of the United States or to the said Committee on War Claims, as provided in said act of March 3, 1883.

JOHN B. MCGHEE.

Dated at Four Mile Branch, Tenn., this 31st day of March, 1887.

STATE OF TENNESSEE, *County of Monroe, ss:*

Personally appeared before me John B. McGhee, who being duly sworn says that he is the administrator of Ann E. McGhee, deceased, and that the facts stated in the foregoing petition are true to the best of his knowledge, information, and belief.

Subscribed and sworn to before me this 31st day of March, 1887.

W. N. MAGILL,
Clerk of the County Court of Monroe County, Tennessee.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 59.

A. T. SNEUFFER.

Letter from the assistant clerk of the Court of Claims, transmitting findings by the Court of Claims in the case of A. T. Sneuffer, administrator of Richard Thomas, vs. The United States.

JANUARY 17, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 14, 1890.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 444. A. T. Sneuffer, administrator of Richard Thomas, *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that said Richard Thomas, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 14, 1888.

[Court of Claims. Congressional case No. 444. A. T. Sneuffer, administrator of the estate of Richard Thomas, deceased, *vs.* United States.]

At a Court of Claims held in the city of Washington on the 20th day of May, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 8th day of February, 1886.

P. E. Dye, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 14th day of May, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 15th day of April, 1889. The claimant in his petition makes the following allegations: That he has a claim against the United States for property, supplies, and stores taken from the farm of the decedent in Frederick County and State of Maryland by and used for the benefit of the Army of the United States; that said farm is situated on the road leading from Poolesville, Montgomery County, to Adamstown, Frederick County, and about 5 miles southeast from Adamstown.

Bill of items, September 20, 1861.

To 50 bushels corn taken from crib, at 70 cents	$35
To 600 bushels corn taken from crib, June 20, 1863, to 1864, 75 cents	450
To 5,000 rails for fuel, 50 cords, at $3	150
To 400 bushels of wheat taken and consumed by General Kilpatrick's cavalry, and by the cattle belonging to General Meade's army, on the march to Gettysburgh, June, 1863, at $2.50	1,000
	1,635

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

I.

The court finds that of the property described in the petition there was taken by military authority for the use of the Army in 1861 50 bushels of corn, and in 1863 600 bushels of corn, and 50 cords of wood, used for fuel, consisting of fence-rails; and that the value of the corn at the time and place of taking was 60 cents per bushel, and the value of the wood $3 a cord, amounting in all to $535.

II.

The court also finds that the claim in this case was first presented to the Quartermaster-General after the death of Richard Thomas, from whom the property was taken by his administrator, the present claimant, and that in the account so presented the second item is stated as only 200 bushels of corn instead of 600, the quantity shown by the evidence to have been taken.

III.

The item for 400 bushels of wheat alleged to have been taken the court finds to have been damage to property caused by turning a herd of Government cattle into a field of wheat. The value of the wheat as pasturage has not been shown.

BY THE COURT.

Filed May 20, 1889.
A true copy.
Test, this 14th day of January, 1890.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 60.

SCHOONER COMMERCE.

Letter from the assistant clerk of the Court of Claims transmitting conclusions of fact and of law by the court in the spoliation claim in the matter of the schooner Commerce.

JANUARY 17, 1890.—Referred to the Committee on Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 17, 1889.

SIR: Pursuant to the order of the Court of Claims I transmit herewith the conclusions of fact and of law, filed by said court under the act approved January 20, 1885, in the following spoliation claims, to wit:

In the matter of the schooner *Commerce*, John W. Russell, master.
William O. Gladding, second administrator of the estates of John W. Russell, Nathaniel Howland, and Allen Munroe.
The Newport Insurance Company.

By order of the court.

In testimony whereof I have hereunto set my hand and affixed the seal of said court at Washington City this 17th day of December, A. D. 1889.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

HON. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. French Spoliations. (Act of January 20, 1885.—23 Stat. L. 283.) Vessel, schooner *Commerce*.—Master, John W. Russell.]

Case.	Claimant.
No. 2695.	William O. Gladding, second administrator of the estates of John W. Russell, Nathaniel Howland, and Allen Munroe.
2641.	The Newport Insurance Company.

CONCLUSIONS OF FACT.

These cases were tried before the Court of Claims on the 20th day of November, A. D. 1889. The claimants were represented by A. H. Cragin and John W. Butterfield for Gladding, and Edward Lander, esq., for the Newport Insurance Company, and the United States, defendants, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General John B. Cotton.

The court, upon the evidence and after hearing the arguments and considering same with the briefs of counsel on each side, determine the facts to be as follows:

I.

John W. Russell, Nathaniel Howland, and Allen Munroe, all citizens of the United States, of whose separate estates said Gladding is the duly appointed administrator, were the joint owners in the schooner *Commerce*, a registered vessel of the United States of 75 tons burden, of which John W. Russell, a citizen of the United States, was master. The vessel was built in Swansey, Mass., in the year 1798.

II.

On the 30th of October, 1799, said vessel sailed from the port of Boston, Mass., bound on a voyage to the coast of Africa with a cargo of rum, tobacco, rice, gin, onions, beef, and beans, owned in equal portions, as was the vessel, by said Russell, Howland, and Munroe.

III.

On the 28th day of January, 1800, said vessel, while peacefully pursuing her voyage, and being in the river Gambia in Africa, was captured by the French privateer *Providence*, commanded by citizen Gentil, and taken into Goree, and condemned by the officers of Senegal and Goree dependencies as a good prize, the ground of condemnation being that the vessel belonged to a power—that is the United States—that was actually at war with the French Republic. By reason thereof the vessel and cargo became a total loss to the owners.

IV.

The value of said vessel at the time of capture was	$3,380.00
And the value of the cargo was	5,131.35
The value of the freight was	1,875.00
Cost of insurance	800.00
	$11,186.35

V

Said Russell and Munroe were insured in the sum of $1,000 on the vessel and $3,000 on the cargo by said Newport Insurance Company, for which they each paid $400 premium of insurance. Said Howland was not insured upon his interest. Said insurance company paid to said Russell and Munroe the full amount of insurance, $4,000, as and for a total loss.

Said claims were not embraced in the convention between the United States and the Republic of France, concluded on the 30th of April, 1803. They were not claims growing out of the acts of France, allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain, concluded on the 22d of February, 1819, and were not allowed in whole or in part under the provisions of the treaty between the United States and France of the 4th of July, 1831.

The claimants, in their representative capacity, were the owners of said claims, which have never been assigned except as aforesaid.

CONCLUSIONS OF LAW.

The court decides as conclusions of law that said seizure and condemnation were illegal, and the owners and insurers had valid claims of indemnity therefor upon the French Government prior to the ratification of the convention between the United States and the French Republic, concluded on the 30th day of September, 1800; that said claims were relinquished to France, by the Government of the United States by said treaty in part consideration of the relinquishment of certain national claims of France against the United States, and that the claimants are entitled to the following sums from the United States:

William O. Gladding, second administrator of John W. Russell, one-third of value of vessel, cargo, freight, and cost of insurance, less amount received from insurer, $1,862.20.

William O. Gladding, second administrator of the estate of Allen Munroe, one-third of value of vessel, cargo, freight, and cost of insurance, less amount received from insurer, $1,862.20.

William O. Gladding, second administrator of the estate of Nathaniel Howland, one-third the value of the vessel, cargo, and freight, amounting to $3,462.20.

The Newport Insurance Company, the amount paid to the said Russell and Munroe as insurance, $4,000.

BY THE COURT.

Filed November 25, 1889.
A true copy.
Test this 17th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 61.

BRIG JUNO.

Letter from the assistant clerk of the Court of Claims, transmitting conclusions of law and fact in the spoliation case in the matter of the brig Juno.

JANUARY 17, 1890.—Referred to the Committee on Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 4, 1889.

SIR: Pursuant to the order of the court, I transmit herewith the conclusions of fact and of law filed by said court, under the act approved January 20, 1885, in the following spoliation claim, to wit:

In the matter of the brig *Juno*, John Walker, master:
Ann Fisher Satterthwaite, administratrix *de bonis non*, with the will annexed, of the estate of James Sheafe, deceased.

By order of court.

In testimony whereof I have hereunto set my hand and affixed the seal of said court at Washington City this 4th day of December, A. D. 1889.

JOHN RANDOLPH,
[SEAL.] *Assistant Clerk Court of Claims.*

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. French spoliations. (Act of January 20, 1865, 23 Stat. L., 283.) Vessel, brig *Juno*; master, John Walker.

Case.	Claimant.
No. 2363.	Ann Fisher Satterthwaite, administratrix *de bonis non, cum testamento annexo*, of the estate of James Sheafe, deceased.

CONCLUSIONS OF FACT.

This case was tried before the Court of Claims on the 21st day of November, 1889. The claimants were represented by Mr. James Lowndes, and the United States, defendants, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General John B. Cotton, esq.

The court, upon the evidence and after hearing the arguments and considering same with the briefs of counsel on each side, determine the facts to be as follows:

I.

The said James Sheafe was a citizen of the United States, residing at Portsmouth, N. H., and died in the year 1829.

II.

The claimant was, on the 30th day of November, 1886, appointed administratrix *de bonis non, cum testamento annexo*, of the estate of James Sheafe, deceased, by the probate court of the county of Rockingham, State of New Hampshire.

III.

On the date of the capture hereinafter alleged the said deceased was the owner of the brig *Juno*, of the burthen of 216$\frac{9}{95}$ tons, a vessel of the United States, registered at the port of Portsmouth, N. H.

IV.

On the 20th day of February, 1797, the said vessel sailed from the port of Charleston, S. C., under the command of John Walker, master, with a cargo for Hamburg, consisting of tobacco, rice, coffee and staves, and on the 9th day of April, 1797, the said vessel was captured on the high seas by the French privateer *La Confiance*, and taken into Nantes, where she and her cargo were condemned as good prize on the alleged ground of a want of form of the *rôle d'equipage*. The said condemnation was affirmed on appeal.

V.

The said vessel was at the time of capture and condemnation worth the sum of $8,640.

The value of the freight earned at the time of capture was $3,600.

Said claim was not embraced in the convention between the United States and the Republic of France concluded on the 30th of April, 1803, and was not a claim growing out of the acts of France allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain, concluded on the 22d of February, 1819, and was not allowed in whole or in part under the provisions of the treaty between the United States and France of the 4th of July, 1831.

The claimant, in her representative capacity, is the owner of said claim, which has never been assigned except as aforesaid.

CONCLUSIONS OF LAW.

The court decides as conclusions of law that said seizure and condemnation were illegal, and the owner had valid claims of indemnity therefor upon the French Government prior to the ratification of the convention between the United States and the French Republic, concluded on the 30th day of September, 1800; that said claim was relinquished to France by the Government of the United States by said treaty in part consideration of the relinquishment of certain national claims of France against the United States; and that the claimant is entitled to the following sums from the United States:

No. 2363. Ann Fisher Satterthwaite, administratrix *de bonis non, cum testamento annexo*, of the estate of James Sheafe, deceased, $12,240.

BY THE COURT.

Filed November 25, 1889.
A true copy.
Test, this 4th day of December, A. D. 1889.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 62.

ROBERT D. SALMON AND OTHERS.

Letter from the Assistant Clerk of the Court of Claims, transmitting findings of the Court of Claims in the case of Robert D. Salmon and others against the United States.

JANUARY 17, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 11, 1890.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the court April 8, 1889, in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional No. 80. Robert D. Salmons et al. *vs.* the United States.]

FINDING OF LOYALTY.

This case being a claim for supplies or stores taken or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that the claimant, Robert D. Salmons, was loyal to the Government of the United States throughout said war, and likewise William H. Wooten, H. G. Harris, Thomas Quigley, Sarah Wooten, administratrix of William H. Wooten, deceased, and also Virginia McGoodwin, Mary J. Wooten, and Joseph D. Wooten, his heirs and next of kin.

Filed April 12, 1886.

[Court of Claims. Congressional case No. 80. Robert D. Salmons, for the use of George C. Harris and John M. Henry, trustees of the creditors of Robert D. Salmons, and Issac D. McGoodwin, administrator estate of William H. Wooten, deceased, *vs.* the United States.]

At a Court of Claims held in the city of Washington on the 8th day of April, A. D. 1889, the court filed the following findings of fact, to-wit:

FINDINGS OF FACT.

The claim in the above-entitled case for supplies or stores, alleged to have been taken or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 2d day of April, 1884.

C. D. Pennebaker & Son, esq., appeared for claimant, and the Attorney-General, by Louis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court on the 12th day of April, 1886, found that Robert D. Salmons and William H. Wooten, the persons alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

May 14, 1884, the claimants filed their petition in the court setting forth that they, the two claimants, were partners with Thomas Quigley and H. G. Harris in the ownership of three tracts of land containing about 1,300 acres known as Tilford, Hughes, and Tunnel tracts, in Sumner County, Tenn. That in 1862, 1863, 1864, and 1865 the United States Army took from said premises and used for fuel a quantity of fence rails and also cut and used for various purposes standing timber as follows:

48,300 rails, at $4.50 per 100	$2,497.50
19,120 cords wood, standing timber, at $1.50 per cord	28,680.00
One barn, 20 by 20 by 20 feet	200.00
Total	31,377.50
That a credit should be allowed for $400 received from the railroad company, and for 2,000 cords of wood cut and sold by petitioners, total	3,400.00
Total amount claimed	27,977.50

The claim was disallowed by the Quartermaster-General as "not just."

The case having been brought to a hearing on its merits on the 29th day of May, 1888, the court, upon the evidence and after considering the briefs and arguments of counsel on both sides, finds the facts to be as follows:

I.

Prior to the rebellion the claimants were joint owners of three tracts of land known as Tilford, Hughes, and Tunnel tracts, in Sumner County, Tenn., on the line of the Louisville and Nashville Railroad. It was mostly unimproved woodland containing in all about 900 acres, partly under fence. The timber on the land was poplar, chestnut, hickory, and white and black oak, and much of it valuable. It was surrounded by timber lands of other parties.

In 1877 Salmons bought the interests of Quigley and Harris in this claim, and thereafter assigned his three-fourths interest to George C. Harris and John M. Henry in trust for his creditors.

II.

In 1862 some United States troops encamped around and upon the premises and occupied them, during the remainder of the war, in guarding the railroad.

The Confederates had occupied them the year before.

III.

During the occupancy of United States troops considerable timber was cut and used for fuel and engineering purposes, and fence rails were also consumed as fuel.

A fair value of all the timber, rails, and other property taken by the United States forces, as stores and supplies for the use of the Army, is $3,475.

Three-fourths of this amount belongs to the trustees of Salmons and the other fourth to the administrator of Wooten.

Other losses of this nature which the claimants may have sustained are to be charged to destruction by the war, to consumption and destruction by confederate forces, and to the taking by contractors, the railroad company, and others.

BY THE COURT.

Filed April 8, 1889.
A true copy.
Test, this 11th day of January, A. D. 1890.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 63.

CHARLES W. WOOD.

Letter from the Assistant Clerk of the Court of Claims, transmitting findings by the Court of Claims in the case of Charles W. Wood vs. The United States.

JANUARY 17, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 14, 1890.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 750. Charles W. Wood *vs.* The United States.]

This case, being a claim for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Charles W. Wood, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed April 30, 1888.

[Court of Claims. Congressional case No. 750. Charles W. Wood *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 18th day of March, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 19th day of April, 1886.

P. E. Dye, esq., appeared for claimant, and the Attorney-General, by Lewis Cochran, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 30th day of April, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were al-

leged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 14th day of March, 1889. The claimant in his petition makes the following allegations:

That he is a citizen of the State of Maryland; that he has a claim for supplies and stores and rent of property taken from him for the use and benefit of the Army of the United States during the war, in the years 1861 and 1862. The items of said claim are as follows, to wit:

That his said claim, stated by items, is as follows:

For 25 barrels corn, at $4	$100
For one-half ton fodder, at $10	5
For 1,000 rails = 10 cords, at $3.50	35
For one cooking stove, new	28
1862:	
For 25 barrels corn, at $4	100
For occupation of one 6-room house for 3 years, at $360 per annum	1,080
Total	1,348

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

In the years 1861 and 1862 the said claimant lived at Seneca, in said county of Montgomery and State of Maryland, before the war, and up to said time was in the occupation of a dwelling-house at said place.

In said year 1861 the military forces of the United States took possession of said house and occupied the same for the space of three years. The reasonable rental of said premises for said time was $450.

The court further finds that of the other items of said account, the said military forces for their use took from the said claimant as aforesaid in value the sum of $165, making in the aggregate the sum of $610. It does not appear that any payment has been made to said claimant for any of said property so used or taken.

BY THE COURT.

Filed March 18, 1889.
A true copy.
Test, this 14th day of January, A. D. 1890.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 64.

THORNTON O. WYNDHAM.

Letter from the assistant clerk of the Court of Claims transmitting findings by the Court of Claims in the case of Thornton O. Wyndham vs. The United States.

JANUARY 17, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 14, 1890.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 3190. Thornton O. Wyndham vs. The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Thornton O. Wyndham, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed December 24, 1888.

[Court of Claims. Congressional case No. 3190. Thornton O. Wyndham vs. The United States.]

At a Court of Claims held in the city of Washington, on the 4th day of November, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 21st day of March, 1888.

P. E. Dye, esq., appeared for claimant, and the Attorney-General, by William I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 24th day of December, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 28th day of May, 1889. The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in Clarke County, State of Virginia; that he resided during the late war of 1861 at or near Berryville, in the county of Clarke and State of Virginia, and that his post-office address was Berryville, county of Clarke, State of Virginia; that he has a claim against the United States for supplies and stores taken by or furnished to the Army of the United States for army use, at or near Berryville, in said county, stated at $3,621, viz:

1 mare for cavalry service	$150
20 cords of dry oak and hickory wood, at $4	80
8 tons hay, at $15	120
3 yearlings, at $15	45
6 hogs, at $15	90
100 pounds bacon, at 20 cents	20
1 sorrel mare	150
30 hogs, at $10	300
67 sheep, at $5	335
25 hogs, at $10	250
240 barrels corn, or 1,200 bushels, at 78 cents	936
500 bushels wheat, at $1.50	750
100 bushels oats, at 50 cents	50
3 head fat cattle, at $40	120
1 sorrel horse	150
Saddle and bridle	25
1 set 4-horse harness	50
1 set single harness	10
Total	3,631

Said property was taken in the years 1862, 1863, and 1864.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

I.

The court further finds on the evidence that in the years 1862, 1863, and 1864, the military forces of the United States for their use took from the said claimant, at the place aforesaid, stores and supplies aggregating in value the sum of $2,090.

II.

It does not appear that any compensation has been made to said claimant for any of the property.

BY THE COURT.

Filed November 4, 1889.
A true copy.
Test, this 14th day of January, A. D. 1890.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 65.

BETTY B. REILLY.

Letter from the assistant clerk of the Court of Claims, transmitting findings by the Court of Claims in the case of Betty B. Reilly vs. The United States.

JANUARY 17, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 11, 1890.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 4464. Bettie B. Reilly *vs.* The United States.]

This case, being a claim for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Mrs. Bettie B. Reilly, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed April 15, 1889.

[Court of Claims. Congressional case No. 4464. Bettie B. Reily *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 6th day of January, A. D. 1890, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 4th day of March, 1888.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Henry M. Foote, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 15th day of April, 1889, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 9th day of December, 1889. The claimant in her petition makes the following allegations:

"That she has a claim against the United States for stores and supplies taken by or furnished to the Army of the United States for army use at or near Winchester, Frederick County, Va., at the time hereinafter stated, and by the officers named, said property being reasonably worth at the time and place the value here given, that is to say: Item 1, 1,500 cords of wood, at $2 per cord, $3,000, taken in 1863 and 1864 by General Milroy and Maj. Gen. P. H. Sheridan."

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

I.

The claimant, in the years 1863 and 1864, was the owner of wood land near the place aforesaid. During said years the military forces of the United States cut from said land for the use of the Army a large amount of timber, which was used as fuel by the Army. The said timber used as aforesaid was worth the sum of $900.

II.

It does not appear that any payment has been made.

BY THE COURT.

Filed January 6, 1890.
A true copy.
Test, this 11th day of January, A. D. 1890.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 66.

SLOOPS UNION AND PACKET.

Letter from the Assistant Clerk of the Court of Claims, transmitting conclusions of fact and of law by the Court of Claims in spoliation claims, in the matter of the sloop Union and in the matter of the sloop Packet.

JANUARY 17, 1890.—Referred to the Committee on Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 18, 1889.

SIR: Pursuant to the order of the Court of Claims I transmit herewith the conclusions of fact and of law filed by said court under the act approved January 20, 1885, in the following spoliation claims, to wit:

In the matter of the sloop *Union*, Lewis Bosworth, master:
Sarah E. Bosworth, administratrix of Lewis Bosworth, deceased.
In the matter of the sloop *Packet*, Joseph Smith, jr., master:
David Plummer, administrator of the estate of David Plummer, deceased.
Charles T. Hough, administrator of the estate of Benjamin K. Hough, deceased.

By order of the court:
In testimony whereof I have hereunto set my hand and affixed the seal of said court, at Washington City, this 18th day of December, A. D. 1889.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker House of Representatives.

[Court of Claims. French Spoliations—(Act of January 20, 1885, 23 Stat., L. 283). Vessel, sloop *Union*, master, Lewis Bosworth.]

Case.	Claimant.
No. 4472.	Sarah E. Bosworth, administratrix of Lewis Bosworth, deceased.

CONCLUSIONS OF FACT.

This case was tried before the Court of Claims on the 21st day of November, 1889. The claimant was represented by Edward Lander, esq., and the United States, defendants, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General John B. Cotton, esq.

The court, upon the evidence and after hearing the arguments and considering same with the briefs of counsel on each side, determine the facts to be as follows:

I.

The sloop *Union* was a duly registered vessel of the United States, built at Falmouth, Mass., in 1798, of 54$\frac{3}{95}$ tons burden of which John Bosworth was the owner, and a citizen of the United States.

II.

Said vessel sailed from Providence, R. I., on or about the 6th of April, 1799, bound to St. Thomas, in the West Indies, with a cargo of beef, pork, beans, candles, shoes, hogsheads, cider, codfish, and oil, owned by said Bosworth.

III.

On the 11th of June, 1799, said vessel, while peacefully pursuing her voyage on the high seas, was captured and seized by the French privateer schooner *Alliance*, taken to Basseterre, in the Island of Guadaloupe, and, with the cargo, was condemned as a good prize by a decree of the tribunal of commerce, and both vessel and cargo thereby became a total loss to the owner.

The ground of condemnation was that her papers were not correct. She had on board a register, a sea letter or passport, a clearance, and an invoice showing the property to belong to the United States citizen Bosworth aforesaid, but had no role d'equipage.

IV.

The value of said vessel at the time of the capture was	$2,160
The value of the cargo was	2,436
The value of the freight (two-thirds) was	900
	5,496

Said claims were not embraced in the convention between the United States and the Republic of France concluded on the 30th of April, 1803. They were not claims growing out of the acts of France allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain, concluded on the 22d of February, 1819, and were not allowed in whole or in part under the provisions of the treaty between the United States and France of the 4th of July, 1831.

The claimant in his representative capacity is the owner of said claims, which have never been assigned, except as aforesaid.

CONCLUSIONS OF LAW.

The court decides as conclusions of law that the said seizure and condemnation were illegal, and the owners and insurers had valid claims of indemnity therefor upon the French Government prior to the ratification of the convention between the United States and the French Republic, concluded on the 30th day of September, 1800; that said claims were relinquished to France by the Government of the United States by said treaty in part consideration of the relinquishment of certain national claims of France against the United States; and that the claimant is entitled to the following sum from the United States:

Sarah E. Bosworth, administratrix of the estate of Lewis Bosworth, deceased, who was the sole owner of the vessel and cargo $5,496

BY THE COURT.

Filed November 25, 1889.
A true copy.
Test, this 18th day of December, A. D. 1889,
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. French Spoliations. (Act of January 20, 1885, 23 Stat. L., 283.) Vessel, sloop *Packet*—master, Joseph Smith, jr.]

Case.	Claimant.
No. 396.	David Plummer, administrator of the estate of David Plummer, deceased.
396.	Charles T. Hough, administrator of the estate of Benjamin K. Hough, deceased.

CONCLUSIONS OF FACT.

These cases were tried before the Court of Claims on the day of November, 1889. The claimants were represented by John H. Dodge and Edward Landers, esqrs., and the United States, defendants, by the Attorney-General, through his

assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General John B. Cotton, esq.

The court, upon the evidence and after hearing the arguments and considering same with the briefs of counsel on each side, determine the facts to be as follows:

I.

The sloop *Packet*, a registered vessel commanded by Joseph Smith, jr., sailed upon a voyage from Gloucester, Mass., for the island of St. Bartholomew in the West Indies, in the month of April, A. D. 1798, laden with a cargo of cod-fish, lumber hoops, staves, oil, and beans. David Plummer owned five-eights and Benjamin K. Hough three-eighths of said sloop *Packet* and cargo. Said Plummer and Hough were citizens of the United States.

II.

In the prosecution of said voyage the said sloop *Packet* was captured on or about the 12th day of May, A. D. 1798, by a French armed cruiser, *Le Colebri*, and taken to Guadaloupe, where said *Packet* and cargo were condemned in July, 1798, as good prize by the French tribunal there sitting, and the said cargo became a total loss.

III.

In a short time, to wit, twenty days after the said condemnation, the said sloop was in the possession of the said Smith for said owners, and it does not appear what was paid, if anything, by the said Smith, to purchase or redeem said sloop, or that the decree of condemnation was enforced as to said vessel.

IV.

The value of the said cargo at the time of capture and condemnation was the sum of $2,434. The freight earned on said voyage at the time of capture was $750.

V.

That the petitioner, David Plummer, was duly appointed and is administrator of the estate not already administered of David Plummer, deceased; that the petitioner, Charles T. Hough, was duly appointed and is administrator of certain estate of said Benjamin K. Hough, to wit, a claim against the United States Government, known as the French Spoliation Claim, and that they are the present owners of the claim to indemnity arising out of said capture and condemnation.

VI.

Memorandum of the decree of condemnation.

On the 15th prairal, in the sixth year (3d July, 1798), the sloop *Packet*, of Gloucester, a capture made by the Privateer *Le Colebri*, adjudged good prize, having been taken on false route going to L'Anguilla in place of St. Bartholomew (or where she was found).

Said claims were not embraced in the convention between the United States and the Republic of France concluded on the 30th of April, 1803, and were not claims growing out of the acts of France allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain, concluded on the 22d of February, 1819, and were not allowed in whole or in part under the provisions of the treaty between the United States and France of the 4th of July, 1831.

The claimants in their representative capacity are the owners of said claims, which have never been assigned, except as aforesaid.

CONCLUSIONS OF LAW.

The court decides as conclusions of law that said seizure and condemnation were illegal, and the owners had valid claims of indemnity therefor upon the French Government prior to the ratification of the convention between the United States and the French Republic, concluded on the 30th day of September, 1800; that said claims were relinquished to France by the Government of the United States by said treaty in

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 67.

ALFRED M. BELT AND OTHERS.

Letter from the assistant clerk of the Court of Claims, transmitting findings by the Court of Claims in the case of Alfred M. Belt and others, administrators of John L. Belt, vs. The United States.

JANUARY 17, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 14, 1890.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the Court of Claims in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 749. John L. Belt *vs.* The United States.]

This case, being a claim for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that John L. Belt, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed January 14, 1887.

[Court of Claims. Congressional case No. 749. Alfred M. Belt *et al.* administrators of John L. Belt, deceased, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 11th day of November, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 22d day of April, 1886.

P. E. Dye, esq., appeared for claimant, and the Attorney-General, by W. I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 14th day of January, 1889, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 28th day of May, 1889. The claimant in his petition makes the following allegations:

The petition of John L. Belt respectfully shows, that he is a citizen of Maryland; that his farm, of about 670 acres of land, where he has continuously resided since about 1839, and where he now resides, lies between the Big and Little Monocacy and about one mile from where the Monocacy empties into the Potomac River, and on the public road leading from Poolesville to Adamstown.

That he has a claim for supplies and stores taken from him at his farm by and used for the benefit of the Army of the United States during the war of 1861, and that heretofore he filed his said claim with the Quartermaster-General of the United States, with such vouchers, papers, and proofs as he had showing the taking and use of his property, but that the Quartermaster rejected and disallowed his claim; that thereupon he filed his petition with Congress, and the War Claims Committee of the House of Representatives referred his claim to this honorable court, under the provisions of the act of March 3, 1883, commonly called the Bowman Act.

That his said claim, stated by items, is as follows:

1863:	
500 bushels wheat, at $2.50	$1,250
50 bushels corn, at 80 cents	40
50 bushels potatoes, at $1.50	75
1 wagon	101
2 horses, at $160	320
December, 1864:	
30 cords wood, at $4	120
9 sheep, at $4	36
Repairing 1 wagon	18
	1,960

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

I.

The total value to the United States of so much of the supplies and stores set out in the claimant's petition as were taken from him by United States forces, for the use of the Army, amounts to $470.

It does not appear that any portion of the claim has been paid.

BY THE COURT.

Filed November 11, 1889.

A true copy.

Test, this 14 day of January, A. D. 1890.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[SEAL.]

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 68.

COURT OF CLAIMS CASES.

Letter from the assistant clerk of the Court of Claims, transmitting findings of the Court of Claims in the following-named cases.

JANUARY 17, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 20, 1889.

SIR: Pursuant to the order of the Court of Claims, I transmit herewith a certified copy of the findings filed by said court under the Act of March 3, 1883, in each of the following cases as referred by the Committee on War Claims of the House of Representatives, to-wit:

Case.	Claimant.
No. 1202.	William Owens, administrator of Sarah Harris, deceased, *vs.* United States.
1610.	A. V. Warr, administrator of N. H. Isbell, surviving partner of Isbell and Johnson, *vs.* United States.
669.	J. A. Thomas, administrator of Samuel Thomas, deceased, *vs.* United States.
986.	J. C. Williamson, administrator of James I. Williamson, deceased, *vs.* United States.
514.	Francis A. Harwell *vs.* United States.
1078.	William Johnson *vs.* United States.
1830.	Jackson P. Lewis *vs.* United States.
668.	J. M. Shivers, administrator of James Shivers, *vs.* United States.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker House of Representatives.

[Court of Claims. Congressional No. 1202. William Owens, administrator of Sarah Harris, deceased, *vs.* the United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that the claimant decedent, Sarah Harris, was loyal to the Government of the United States throughout said war.

Filed May 9, 1887.

[Court of Claims. Congressional Case No. 1202. William Owens, administrator of Sarah Harris, deceased, *vs.* the United States.]

At a Court of Claims held in the city of Washington on the 11th day of February, A. D. 1889, the court filed the following findings of fact, to-wit:

FINDINGS OF FACT.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during

the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 4th day of August, 1886.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by William I. Hill, his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 9th day of May, 1887, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case having been brought to a hearing on its merits on the 7th day of February, 1889, the court, upon the evidence and after considering the briefs and arguments of counsel on both sides, finds the facts to be as follows:

I.

The claimant seeks to recover for quartermaster stores and comissary supplies taken from the farm of Mrs. Sarah Harris, his decedent, near Vicksburg, in Warren County, Miss., for the use of the Army, which are thus described in his petition:

5 oxen 2,500 pounds	$150
25 beef cattle, 7,500 pounds	450
13 months' hire of horse	75
2 horses	250
1 mule	130
1,500 bushels corn	1,125
1,000 feet lumber	15
	2,195
Cr., by cash, part payment for beef	72
Balance due	2,123

II.

The court finds that three of the cattle taken were paid for at the time, as credited in the petition by the quartermaster of the Second Wisconsin Volunteers, and that of the remaining stores and supplies there was taken for the use of the Army property the fair and reasonable value of which was $870.

BY THE COURT.

Filed, February 11, 1889.
A true copy.
Test, this 20th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Court of Claims. Congressional No. 1610. A. V. Warr, administrator of N. H. Isbell, deceased, vs. the United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that N. H. Isbell and Thomas I. Johnson, the persons alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, were loyal to the Government of the United States throughout said war.

Filed June 4, 1888.

[Court of Claims. Congressional case No. 1610. A. V. Warr, administrator of N. H. Isbell, surviving partner of Isbell and Johnson, vs. the United States.]

At a Court of Claims held in the city of Washington on the 25th day of March, A. D. 1889, the court filed the following findings of fact, to-wit:

FINDINGS OF FACT.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the

Committee on War Claims, House of Representatives, on the 12th day of February, 1887.

G. Moyers, esq., appeared for claimant, and the Attorney-General, by , his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 4th day of June, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case having been brought to a hearing on its merits on the 31st day of January, 1889, the court, upon the evidence and after considering the briefs and arguments of counsel on both sides, finds the facts to be as follows:

I.

The claimant seeks to recover for quartermaster stores taken from the farm of N. H. Isbell and Thomas J. Johnson, 2 miles from Fayetteville, Tenn., in the years 1863 and 1864, for the use of the Army.

II.

The court finds that there was taken by military authority for the use of the Army, from the farm near Fayetteville, Tenn., of which N. H. Isbell, the decedent, and one Thomas J. Johnson were joint owners, 229 cords of fence-rails, the fair and reasonable value of which as fuel was $822.50, and of this amount the sum of $411.25 belongs to the claimant as administrator of N. H. Isbell, one of the joint owners of the land.

BY THE COURT.

Filed March 25, 1889.

A true copy.

Test, this 20th day of December, A. D. 1889.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 669. J. A. Thomas, administrator, etc., *vs.* The United States.]

This case, being a claim for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Samuel Thomas (since deceased), the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed April 23, 1888.

[Court of Claims. Congressional case, No. 669. J. A. Thomas, administrator of Samuel Thomas, deceased, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 1st day of April, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 13th day of March, 1888.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by W. I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 2d day of April, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case has been brought to a hearing on its merits. The claimant in his petition makes the following allegations: That at different times during said period the

United States forces, by proper authority, took from decedent quartermaster stores and commissary supplies of the value of $250 and appropriated the same to the use of the United States Army, as follows:

Corn, fodder, and meat	$100
One horse	150

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

Plaintiff is the administrator of Samuel Thomas, deceased, from whom were taken from his farm in Madison County, Tenn., by the United States military forces, acting under proper authority, and appropriated to their use, stores and supplies to the value of $150.

BY THE COURT.

Filed April 1, 1889.
A true copy.
Test, this 20th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 986. J. C. Williamson, administrator of James I. Williamson, deceased, *vs.* The United States.]

This case, being a claim for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that said James I. Williamson (since deceased), the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 14, 1888.

[Court of Claims. Congressional case No. 986. J. C. Williams, administrator of James I. Williamson, deceased, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 1st day of April, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 28th day of May, 1886.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by W. I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 14th day of May, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case has been brought to a hearing on its merits and counsel have been heard. The claimant in his petition makes the following allegations among others:

"Your petitioner further represents, upon information and belief, that during the period of the late war, and on the dates and by the commands more particularly hereinafter described, there was taken from the deceased by the military forces of the United States, and appropriated to their use, the following quartermaster stores, to wit:

Taken June 10, 1863, by the Seventh Kansas Cavalry:	
1 thoroughbred mare	$500
Taken February 15, 1863, by Colonel Hall, Fourteenth Illinois Cavalry:	
1 mule	150
Taken March 5, 1863, by same command:	
1 horse	250
Taken February 8, 1864, by order General W. S. Smith, commanding cavalry expedition:	
5 mules	875
3 thoroughbred mares, at $600, $400, and $350	1,350

Taken May 12, 1864, by lieutenant in command of scouting party:	
10 bushels of corn	$15
400 pounds fodder	8
Taken October 1, 1864, by Colonel Hatch:	
4 mules	800
1 dark-bay horse	125
Total	4,073

The court, upon the evidence, and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

Plaintiff is the administrator of James I. Williamson, deceased, from whom during his life-time were taken by the military forces of the United States, acting under authority, and appropriated to their use, stores and supplies of the nature described in the petition above quoted and of the value of $1,375.

BY THE COURT.

Filed April 1, 1889.
A true copy.
Test, this 20th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 514. Francis A. Harwell *vs.* The United States.]

This case, being a claim for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Francis A. Harwell, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 21, 1888.

[Court of Claims. Congressional case No. 514. Francis A. Harwell *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 22d day of April, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 25th day of February, 1886.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by , his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 21st day of May, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 18th day of April, 1889. The claimant in his petition makes the following allegations:

That there was taken from his farm in Cherokee County, Ala., the following property:

96 bushels corn, at $1.25; 500 bushels fodder, at $2	$130.00
20 bushels potatoes, at $1; 3,400 pounds pork, at 10 cents	300.00
200 beef, at 10 cents	20.00
6 sets wagon tools, at $20	120.00
50 bushels corn, at $1.25	62.50
Destruction of wagon timber and wagon	600.00
	1,292.50

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

The court finds that there was taken from the claimant for the use of the Army in the year 1864, of the above-described property, quartermaster stores and commissary supplies the fair and reasonable value of which was $284.

BY THE COURT.

Filed April 22, 1889.
A true copy.
Test, this 20th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 1078. William Johnson *vs.* The United States.]

This case, being a claim for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that William Johnson, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout the war.

Filed May 28, 1888.

[Court of Claims. Congressional case No. 1078. William Johnson *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 6th day of May, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 17th day of June, 1886.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by W. I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 28th day of May, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 14th day of March, 1889. The claimant in his petition makes the following allegations:

That he is a citizen of the United States residing in Fayette County, Tenn., where he resided during the war of the rebellion; that at different times during said period the United States forces, by proper military authority, took from him quartermaster stores and commissary supplies as follows: Twelve mules and five horses, of the value of $3,450, which have not been paid for.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

Of the property described in said petition there were taken from the claimant by the Army of the United States, for its use, as therein alleged, stores and supplies belonging to the claimant, of the value of $1,325, for which it does not appear that he has been paid.

BY THE COURT.

Filed May 6, 1889.
A true copy.
Test, this 20th day of December, A.D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 1830. Jackson P. Lewis *vs.* The United States.]

This case, being a claim for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Jackson P. Lewis, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed June 4, 1888.

[Court of Claims. Congressional case No. 1830. Jackson P. Lewis *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 28th day of May, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 27th day of February, 1887.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by William I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 4th day of June, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 9th day of May, 1889. The claimant in his petition makes the following allegations:

That there was taken from the farm of the claimant, in Shelby County, Tenn., by proper military authority, for the use of the Army, the following-described property:

30 head of hogs	$375
5 milch cows	260
40 bushels sweet potatoes	40
Total value	665

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

That there was taken by proper military authority, for the use of the Army, in the summer of 1863, all of the above-described property, the fair and reasonable value of which was $305.

BY THE COURT.

Filed May 28, 1889.
A true copy.
Test, this 20th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 668. J. M. Shivers, administrator of James Shivers, deceased, *vs.* The United States.]

This case, being a claim for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that the claimant's intestate, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed December 20, 1886.

[Court of Claims. Congressional case No. 668. Jesse M. Shivers, administrator James Shivers, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 18th day of November, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee of War Claims of the House of Representatives on the 19th day of February, 1886.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by W. I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 20th day of December, 1886, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 10th day of April, 1889. The claimant in his petition makes the following allegations: That he is a citizen of the United States, residing in Hardeman County, Tenn., where he resided during the late war of the rebellion. At different times during said period there was taken from the testator, at said place, in the years 1862 and 1863, stores and supplies of the value of $6,026.50, consisting of corn, fodder, hogs, cattle, sheep, bacon, horses, mules, wheat, and oats.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

I.

In the years 1862 and 1863, at said place, the military forces of the United States, for their use, took from the said James Shivers stores and supplies of the aggregate value of $2,813, consisting of corn, fodder, horses, mules, cattle, hogs, and sheep.

II.

It does not appear that any payment has been made for any of said property.

BY THE COURT.

Filed November 18, 1889.
A true copy.
Test, this 20th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 69.

SPOLIATION CLAIMS.

Letter from the Assistant Clerk of the Court of Claims, transmitting conclusions of fact and law in certain spoliation cases.

JANUARY 17, 1890.—Referred to the Committee on Claims and ordered to be printed.

CLERK'S OFFICE, COURT OF CLAIMS,
Washington, ——— ——, 1889.

SIR: Pursuant to the order of the Court of Claims, I transmit herewith the conclusions of fact and of law filed by said court under the act approved January 20, 1885, in the following spoliation claims, to wit:

In the matter of the ship *William*, William Mugford, master.
William Gray, administrator.
In the matter of the schooner *Lucy*, T. Higgins, master.
Charles Francis Adams, jr., administrator of Peter C. Brooks.
Henry W. Blagge and Susan B. Samuels, administrators of Crowell Hatch.
In the matter of the brig *Venus*, Ammi Smith, master.
Charles W. Smith, administrator *de bonis non* of Ammi R. Smith, and also administrator of Joseph Lord.
J. W. Thompson, administrator *de bonis non* of David Coffin.
John C. Lord, administrator *de bonis non* of James Kimball.
James G. Freeman, receiver of the Boston Marine Insurance Company.
Henry R. Perkins, receiver of the Newburyport Association of Underwriters.
William P. Moody, administrator of Joseph Lord.
Mary L. Littlejohn, heir of Samuel Tenney.
In the matter of the schooner *Delight*, Mark Hatch, jr., master.
Thomas E. Hale, administrator *de bonis non* of Mark Hatch, deceased.
In the matter of the schooner *Godfrey*, ——— Atkinson, master.
John Stewart, receiver of the Baltimore Insurance Company.
The Insurance Company of the State of Pennsylvania.
In the matter of the brig *Henry*, Henry Hodge, jr., master.
Andrew Lacy, administrator *de bonis non* of Henry Hodge, deceased.
In the matter of the ship *Joanna*, Alexander Boggs, master.
Henry V. Lester, administrator of James Barr, deceased.
Lewis P. Winston, administrator of William Brown, deceased.

By order of the court.

In testimony whereof I have hereunto set my hand and affixed the seal of said court at Washington City this 14th day of December, A. D. 1889.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker House of Representatives.

[Court of Claims. French spoliations. Vessel, ship *William*—Wil

Case. Claimant.

No. 13. William Gray, administrator, *vs.* The Unit

CONCLUSIONS OF FACT.

The case was tried before the Court of Claims on the 17th
The claimant was represented by William Gray, esq., and
fendants by the Attorney-General, through his assistant in
tice, Benjamin Wilson, esq., with whom was Assistant Atto
Howard.

The court, upon the evidence and after hearing the argu
same, with the briefs of counsel on each side, determine the

I.

On the 19th of April, 1799, the ship *William*, of Salem, sa
Havana. On the 2d of May following, in latitude 27° 59′ N., l
past 11 a. m., the ship was stopped by a French frigate, whic
boat from the frigate immediately boarded the ship and orde
board the frigate with his papers, which he did. The frigate
boats to be hoisted out, which was done. While the master
the frigate the commander examined his papers, and at the sa
frigate broke open the ship's hatches, and took from on boa
on board the frigate sundry articles.

The master of the ship was detained on board the frigate t
she bore away. The name of the frigate was not ascertaine
ship, but he "discovered said vessel to be a French frigate from
four guns and four hundred and fifty men."

II.

Among the articles taken from the ship were the following,
protest to be the property of William Gray, jr.:

2 pipes brandy, worth.....
12 quintals codfish .....
2 hogsheads of ham.....

But the claimant in this case having set up no claim to the
are not found to be the property of the intestate, William Gra

And the court also finds that the loss of the gold coin and s
claimant's petition and brief to have been taken by the frigat

III.

William Gray, jr., was the owner of the vessel and part of t
of the United States, and the claimant is his duly appointed

Said claim was not embraced in the convention between th
Republic of France concluded on the 30th of April, 1803. It
out of the acts of France, allowed and paid in whole or in par
of the treaty between the United States and Spain, concluded
ruary, 1819, and was not allowed in whole or in part under the
between the United States and France on the 4th of July, 183

The claimant, in his representative capacity, is owner of
never been assigned, except as aforesaid.

CONCLUSIONS OF LAW.

The court decides as conclusions of law that said seizure w
ers had valid claims of indemnity therefor upon the French G
ratification of the convention between the United States and
concluded on the 30th day of September, 1800; that said clai
France by the Government of the United States by said treat
of the relinquishment of certain national claims of France ag
but that the claimant, having failed to establish the loss of the
in his petition, is not entitled to recover.

Filed December 5, 1887.

A true copy.

Test, this 14th day of December, A. D. 1889.

[SEAL.]

Assistant

[Court of Claims. French spoliations. Vessel, schooner *Lucy*—T. Higgins, master.]

Case.	Claimant.
No. 197.	Charles Francis Adams, jr., administrator.
208.	The same.
1,923.	Henry W. Blagge *et al.*, administrators.

CONCLUSIONS OF FACT.

These cases were tried before the Court of Claims on the 18th of May, 1887.

The claimants were represented by William E. Earle and George S. Boutwell, esqrs., and the United States, defendants, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General Robert A. Howard.

The court, upon the evidence and after hearing the arguments and considering same, with briefs of counsel on each side, determined the facts to be as follows:

GENERAL FINDINGS RELATING TO THE SHIP AND CARGO.

I.

The schooner *Lucy*, of Boston, sailed from that port on the 8th of July, 1797, bound for L'Ance a Veau. On the 15th of August she was captured by two French cruisers and carried into Port de Paix. Subsequently, a prize court, sitting at Cape François, rendered a decree in which it decided as follows:

"The commission has resolved, and does resolve, that the schooner *Lucy*, of Boston, Captain Higgins, taken by the privateers of the Republic *La Petite Dorade*, Captain Dehennot, and *Le Poise Volant*, Captain Hardisson, and brought into Port de Paix, is not good prize; that, consequently, all keepers and other detainers of the said vessel, wholly or in part of her cargo, circumstances, or dependences of the same, are hereby notified to dispossess themselves of the same, and deliver it into the hands of the captain of the schooner.

"*Resolved besides*, That a delivery shall be made to the aforesaid captain of all the papers which were found on board of the said vessel. And whereas the coasts or waters on which the aforesaid vessel was taken could justify the suspicions of the captors that she was bound for the Mole, the commission has resolved that there was no ground for granting any other indemnification against the aforesaid captors to the owners of the aforesaid schooner except paying the cost incurred previous to the present resolve."

And, in conformity with the foregoing decree, the vessel and cargo were released. The owners of the vessel recovered from the captors nothing for her seizure and detention, and the master of the vessel expended $456 in defending the property.

II.

On the 9th April, 1798, at Boston, the master of the schooner made a protest in which it was stated as follows: That on the 15th August he was captured and carried into Port de Paix, where the vessel was detained; that he went to Cape François and stood trial, and was acquitted upon the condition that he would give bonds to carry his vessel and cargo to Cape François, and there deliver to the administration part of his cargo, consisting of provisions, and receive from them an ordinance for payment; that finding they had issued an order for the whole of the cargo to be brought to the cape, he was obliged to comply with the administration and go to the cape, especially as he had a pilot put on board by the French for that purpose; and they took from him the following articles out of his cargo, viz: 20 hogsheads fish, 30 barrels salmon, 46 barrels herring, 10 barrels pork, 25 barrels beef, 1,245 pairs shoes, 20 boxes candles, 3 casks brandy, containing 279 gallons, for which he received an ordinance amounting to 44,553.13, 5 livres; that they took also from him a sulky and harness, for which they allowed him nothing; that the administration allowed him to sell 32 hogsheads codfish and 18 barrels salmon; that he put the same into the hands of the American consul, Jacob Myers, for sale; that the proceeds of the sale were $1,600; the administration then demanded of Mr. Myers the cash and offered a bill upon Aguin for $1,600, saying at the same time if it was refused they would not permit Captain Higgins to depart the port until the worms had eaten his vessel's bottom out; that he was obliged to comply and deliver the cash and receive the bill; that he demanded payment of the bill of G. Labadrie, on whom the same was drawn, and who refused to pay, not having property of the drawer; that he was desirous of protesting at the cape against the conduct of the French administration and applied at several times

to all the notaries, who refused granting him a protest, saying, that they durst not protest against the Government, and that the amount of his expenses in defending the property was $456, which he paid; for all which the appearer now desires a protest.

The court finds that the master did protest at the cape, before a notary, against the seizure of the vessel, on the 17th of August, 1797.

It does not appear by the proceedings of the prize court or otherwise that the decree releasing the vessel was conditional or in pursuance of the agreement or understanding set forth in the protest, and such decree is unconditional and absolute upon its face. Neither does it appear to whom the bonds referred to in the protest were given, nor with what persons the master of the schooner entered into the agreement narrated in the protest, nor that they in any way represented the French Government, nor that he acted under duress concerning the alleged sale of the cargo.

III.

The ordinance or draft for 44,553,13 5, livres, and the bill of exchange for $1,600 referred to in the protest of the master as having been received for the merchandise and money of the owners were subsequently, on the 30th May, 1798, turned over or abandoned by them to their insurers. Neither of the said drafts have been produced or accounted for by the insurers, who have appeared in these cases; nor does it appear whether the same were or were not subsequently paid.

IV.

Certificate No. 291, described in Senate document 87 first and second sessions Thirty-fourth Congress, was issued to Abiel Winship, owner of the cargo, for the property before described by the commissioners acting under the treaty with France of 30th April, 1803, but it does not appear in the list of claims paid annexed to the message of the President to the Senate, bearing date February 16, 1836, in the table given at page 8.

V.

The *Lucy* was at the time of the seizure before described a duly registered American vessel, of which Timothy Gay and Abiel Winship, of Boston, were the owners; and the cargo described in the preceding findings was owned by Abiel Winship; neither of whom has appeared by his representative or made claim in this court for the losses or detention previously set forth.

VI.

On the 28th June, 1797, Abiel Winship, as owner of the cargo shipped on the *Lucy*, as before described, procured insurance thereon in the office of Peter Chardon Brooks to the amount of $6,000, and on the 28th August, 1797, a further policy of insurance to the amount of $3,000. On the 30th May, 1798, the insurers paid to the owner $5,803.20 in full for losses incurred under both policies by reason of the alleged set forth in the previous finding, and the owner at the same time abandoned to the insurers the drafts or bills of exchange before described as for a total loss.

SPECIAL FINDINGS RELATING TO THE SEVERAL CASES.

VII.

In cases 197 and 208 the underwriters upon the policy of insurance dated June 28, 1797, were—

David Greene	$800
Caleb Hopkins	500
Daniel Sargent	400
Benjamin Bussey	500
Crowell Hatch	800
Tuthill Hubbart	800
Nathaniel Fellows	500
Clark & Nightingale	700
John Brazer	1,000

And the underwriters upon the policy dated August 28th, 1797, were—

Stephen Gorham	$500
William Smith	800
Nath. Fellows	500
Clark & Nightingale	300
John Duballet	500
Wm. Boardman	400

Of the foregoing the following assigned their interest as insurers to Peter C. Brooks, having paid the respective amounts set opposite their names, and being citizens of the United States:

William Smith	$515.84
Wm. H. Boardman	257.92
Clark & Nightingale	644.80
Stephen Gorham	322.40
Benjamin Bussey	322.40
Caleb Hopkins	257.92
Daniel Sargent	322.40
David Green	515.84
John Brazer	644.80
	3,804.32

The claimant Charles Francis Adams, jr., has shown to the satisfaction of the court that he is the duly appointed administrator of the estate of Peter Chardon Brooks, the person before named.

VIII.

In case 1923, Crowell Hatch was one of the underwriters in the policy of insurance for $6,000 described in Finding VI, and he paid his proportion of loss, amounting to $515.88.

The claimants Henry W. Blagge and Susan B. Samuels were appointed on the 27th of May, 1885, administrators, with the will annexed, of the estate, not already administered, of Crowell Hatch, late of Roxbury, by the probate court of the county of Norfolk, in the State of Massachusetts. The will referred to was proved in the same court in the year 1814. The claimants have produced evidence satisfactory to the court that Crowell Hatch, the underwriter, was the same person whose will was so proved in 1814 and who is now represented by the said administrators.

IX.

The following persons have appeared by motion claiming to be representatives of the underwriters named in the preceding findings, but have filed no petitions: William Sohier, administrator of Nathaniel Fellows; Henry Parkman, administrator of John Duballet.

X.

The following underwriter named in the preceding findings has not appeared or been represented by an administrator: Tuthill Hubbart.

CONCLUSIONS OF LAW.

And the court, as its conclusions of law, decides that the facts set forth in Finding II are insufficient to establish a valid claim against the Government of France, and that the election of the parties to prosecute the claim under the treaty with France of 30th April, 1803, as set forth in Finding IV, excludes it from relief under the French spoliation act 20th January, 1885.

BY THE COURT.

Filed April 30, 1888.
A true copy.
Test, this 14th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. French spoliations. Vessel, brig *Venus*—Ammi Smith, master.]

Case.	Claimant.
No. 2569.	Charles W. Smith, administrator, *de bonis non*, of Ammi R. Smith, deceased, and administrator of Joseph Lord, of Ipswich, Mass.
4361.	J. W. Thompson, administrator, *de bonis non*, of David Coffin, deceased.
280.	John C. Lord, administrator, *de bonis non*, of James Kimball, deceased.
1777.	James G. Freeman, receiver of the Boston Marine Insurance Company.
4273.	Henry R. Perkins, receiver of the Newburtport Association of Underwriters.
3804.	William P. Moody, administrator of Joseph Lord.
5475.	Mary L. Littlejohn, heir of Samuel Tenney.

CONCLUSIONS OF FACT.

These cases were tried before the Court of Claims November 16, 1887. The claimants were represented by William E. Earle and Shellabarger & Wilson in Nos. 2569 and 1777, by John W. Butterfield in Nos. 4273 and 4361, by I. G. Kimball in No. 280, and by the claimants in Nos. 3804 and 5475, and the United States, defendants, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General Robert A. Howard.

The court, upon the evidence and after hearing the arguments and considering same with briefs of counsel on each side, determine the facts to be as follows:

I.

The brig *Venus*, a duly registered vessel of the United States, built at Haverhill, Mass., in 1796, of 87$\frac{88}{95}$ tons burthen, whereof Ammi Smith was master and David Coffin owner, both citizens of the United States, sailed August 29, 1800, from Ipswich, Mass., upon a commercial voyage with a cargo of provisions and lumber, bound for the island of Trinidad. When having arrived, sold her cargo and shipped a new cargo consisting of sugar, cocoa, and coffee, belonging to David Coffin, one quarter; James Kimball, three-eighths; Joseph Lord, one-fourth; and Ammi Smith, one-eighth, all citizens of the United States; again sailed October 24, 1800, from Trindad bound for Boston.

II.

While pursuing her voyage, about 6 leagues southeast of Grenada, October 27, 1800, she was captured by the French privateer *Le Bonne Mere*, commanded by Peter Lorrialle, and carried to St. Eustatia, and both vessel and cargo were subsequently condemned by the French tribunal of commerce sitting at Basse Terre in November, 1800, whereby they became a total loss to the owners.

III.

The grounds of condemnation stated in the decree were:

(1) The brig was navigated without a commission (passport).

(2) The muster-roll * * * was not certified by a notary nor by the custom-house officers, and not clothed with a single signature of witnesses.

(3) There was neither invoice or bill of lading, nor contract of charter parties.

It is admitted in the decree that there was on board a register, a muster-roll of the crew, a manifest of the cargo, and it is otherwise shown that there was also a passport.

IV.

Invoice value of the cargo	$5,826.64
Cash on board	132.06
Port charges and disbursements	452.56
Commission on purchase of cargo	145.71
Freight earned, two-thirds of $1,172.64	785.09
Expenses of trial	633.01
Total	7,975.07

Of the sum David Coffin owned one-fourth, Ammi Smith one-eighth, Joseph Lord one-fourth, James Kimball three-eighths.

Value of the Brig *Venus*, owned by David Coffin $3,000.00

V

Claim of David Coffin, of whom J. W. Thompson is administrator, *de bonis non*, in case No. 436:

Brig *Venus*, value	$3,000.00
His one-fourth of cargo, freight, etc	1,993.77
Total	4,993.77

VI.

Claim of Ammi Smith, of whom Charles W. Smith is administrator, *de bonis non*, in case No. 2569:

His one-eighth of cargo, freight, etc	$996.88
Less amount received from insurance	517.48
Balance of claim	479.40

VII.

Claim of James Kimball, of whom John C. Lord is administrator, *de bonis non*, in case No. 280:

His three-eighths of cargo, freight, etc	$2,990.64
Less amount received for insurance ($888, $592)	1,480.00
Balance of claim	1,510.64

VIII.

Claim of Joseph Lord, of whom Charles W. Smith has been appointed administrator in Essex County, Mass., and filed a petition in case No. 2569, and of whom William P. Moody has been appointed administrator in York County, Me., and filed a petition in case No. 3804:

His one-fourth of cargo, freight, etc	$1,995.77
Less amount received for insurance	888.00
Balance of claim	1,105.77

IX.

Claim of James G. Freeman, receiver of the Boston Marine Insurance Company, in case No 1777. December 2, 1800, said company insured the interest of James Kimball for $800; paid on loss, $592. On the same date insured for Joseph Lord, $400; paid on loss, $296. Total claim, $888.

X.

Claim of Henry R. Perkins, receiver of the Newburyport Association of Underwriters, in case No. 4273. September 3, 1800, said association insured the interests of James Kimball on said cargo, $1,200; paid on loss, $592. Joseph Lord on said cargo, $800; paid on loss $296. Ammi Smith on said cargo, $700; paid on loss, $517.48. Total amount of claim, $1,405.48.

XI.

Claim of Mary L. Littlejohn in case No. 5475. It does not appear that this claimant had any interest either in the vessel or cargo.

Said claims were not embraced in the convention between the United States and the Republic of France, concluded on the 30th of April, 1803. They were not claims growing out of the acts of France, allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain, concluded on the 22d day of February, 1819, and were not allowed in whole or in part under the provisions of the treaty between the United States and France on the 4th of July, 1831.

The claimants in their representative capacity are the owners of said claims which have never been assigned except as aforesaid.

CONCLUSIONS OF LAW.

Upon the forgoing findings of facts the court decides, as conclusions of law, that said seizure was illegal, and the owners and insurers had valid claims of indemnity therefor upon the French Government after the conclusion and before the ratification of the convention between the United States and the French Republic, concluded on the 30th day of September, 1800; that said claims were not relinquished to France by the Government of the United States by said treaty, in part consideration of the relinquishment of certain national claims of France against the United States, but under the fourth article thereof remained valid claims against France and not against the United States.

The reasons for this decision are stated in the opinion of the court delivered by Judge Davis in French spoliation case No. 161, schooner *Jane*, Israel Snow, master; Adams, administrator, and Sohier, administrator claimants (23. C Cls.).

BY THE COURT.

Filed May 7, 1888.
A true copy.
Test, this 14th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. French Spoliations. Vessel, schooner *Delight*, Mark Hatch, jr., master.]

Case. Claimant.

No. 920. Thomas E. Hale, administrator *de bonis non*, etc., estate of Mark Hatch, deceased.

This case was tried before the Court of Claims. The claimants were represented by William E. Earle, esq., with whom upon the brief were Messrs. Shellabarger & Wilson, and the United States, defendants, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General Robert A. Howard.

The court, upon the evidence and after hearing the arguments and considering same with the briefs of counsel on each side, determine the facts to be as follows:

I.

Mark Hatch was the owner of a registered vessel of the United States called the *Delight*, a schooner of 107$\frac{14}{95}$ tons, built at Castine, Me., in the year 1794.

II.

The *Delight* sailed from the island of Barbadoes November 19, 1796, but being forced by stress of weather to put back, sailed again February 17, 1797, after repairing ship. Upon the 20th day of February the *Delight* was captured by a French privateer, ordered to Porto Rico and there condemned as prize.

III.

The ground of condemnation was that neither sea letter nor certificate of registry was found on board, nor proof that the schooner belonged to a citizen of the United States. It appears that the vessel had a register, and the master of the privateer took from the schooner's master and locked up the register and sea letter of the *Delight*.

IV.

The value of the said schooner at the time of capture was $4,500.

V.

There is not competent evidence as to the value of the cargo upon the *Delight* or as to its ownership.

VI.

There is not competent evidence that the Mark Hatch, whose administrator is the petitioner herein, was the same Mark Hatch who owned the *Delight*.

VII.

Said claim was not embraced in the convention between the United States and the Republic of France, concluded on the 30th of April, 1803. It was not a claim growing out of the acts of France, allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain, concluded on the 22nd of February, 1819, and was not allowed in whole or in part under the provisions of the treaty between the United States and France, on the 4th of July, 1831.

CONCLUSIONS OF LAW.

The court decides as conclusions of law that said seizure and condemnation were illegal, and the owner had a valid claim of indemnity therefore upon the French Government prior to the ratification of the convention between the United States and the French Republic, concluded on the 30th day of September, 1800; that said claim was relinquished to France by the Government of the United States by said treaty in part consideration of the relinquishment of certain national claims of France against the United States; but that the claimant in this case has not shown that he is entitled to any indemnity from the United States.

BY THE COURT.

Filed January 7, 1889.
A true copy.
Test, this 14th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. French Spoliations. (Act of January 20, 1885, 23 Stat. L., 283.) Vessel, schooner *Godfrey*—master Atkinson.]

Case.	Claimant.
No. 1803.	John Stewart, receiver of the Baltimore Insurance Company.
752.	The Insurance Company of the State of Pennsylvania *vs.* The United States.

CONCLUSIONS OF FACT.

These cases were tried before the Court of Claims. The claimants were represented by William E. Earle, Shellabarger & Wilson, and Lawrence Lewis, esq., and the United States, defendants, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General Rob. A. Howard.

The court, upon the evidence and after hearing the arguments and considering same with the briefs of counsel on each side, determine the facts to be as follows:

I.

The schooner *Godfrey*, an English vessel, sailed upon a commercial voyage about May 13, 1800, from Philadelphia, bound for Martinique, having on board wine, candles, flour, soap, etc., partly owned by Charles M. Gervais and J. L. Gaschet de Lisle, citizens of the United States, doing business under the firm name of and style of Gervais and J. L. Gaschet de Lisle, *and partly* owned by John Baptiste Roux, a citizen of the United States.

II.

May 31, 1800, while upon the high seas, the said schooner was captured by a French privateer, and afterwards, to wit, June 20, 1800, was retaken by the United States sloop-of-war *Merrimack*, carried to the island of St. Christopher, and there adjudged by the court of vice admiralty to pay salvage.

III.

John Stewart, petitioner in case No. 1803, was, the 23d January, 1886, appointed by the circuit court of Baltimore city, Md., receiver of the Baltimore Insurance Company, a corporation organized under the laws of the State of Maryland, and qualified as such receiver.

IV.

Said Gervais and J. L. Gaschet de Lisle caused insurance to be effected in the office of said Baltimore Insurance Company upon that portion of the cargo owned by them in the sum of $1,500 for the voyage aforesaid; October 11, 1800, said Gervais and J. L. Gaschet de Lisle abandoned said goods to said insurance company in usual form, and the said insurance company paid to said insured the said sum of $1,500.

V.

The Insurance Company of the State of Pennsylvania, a corporation incorporated under the laws of the State of Pennsylvania, did, May 27, 1800, insure said Roux upon that portion of the cargo owned by him in the sum of $8,000, and also upon the commissions of said Roux as supercargo of the schooner in the sum of $800, and thereafter said company paid said Roux the sum of $8,624, he executing an abandonment to the company in usual form. Subsequently there was received by said company as their share of the goods and merchandise, after payment of the salvage decreed as aforesaid and the expenses, the sum of $1,466.93, leaving a net loss to said company of $7,157.07.

VI.

Said claims were not embraced in the convention between the United States and the Republic of France, concluded on the 30th of April, 1803. They were not claims growing out of the acts of France allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain, concluded on the 22d of February, 1819, and were not allowed in whole or in part under the provisions of the treaty between the United States and France of the 4th of July, 1831.

The claimants are the owners of said claim, which has never been assigned, except as aforesaid.

The court decides as conclusion of law that said seizure and detention of an English vessel by a French privateer was not illegal, and therefore these claims are not embraced in the act of January 20, 1885, prescribing the jurisdiction of this court.

BY THE COURT.

Filed January 7, 1889.
A true copy.
Test, this 14th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. French spoliations. (Act of January 20, 1885, 23 Stat. L., 283.) Vessel, brig *Henry*—master, Hodge, jr.]

Case. Claimant.

No. 2636. Andrew Lacy, administrator *de bonis non*, etc., of the estate of Henry Hodge, deceased.

CONCLUSIONS OF FACT.

This case was tried before the Court of Claims. The claimants were represented by Rufus K. Sewall, esq., and the United States, defendants, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General Rob. A. Howard.

The court, upon the evidence and after hearing the arguments and considering same, with the briefs of counsel on each side, determine the facts to be as follows:

I.

The *Henry*, a registered merchant brig of the United States, owned by Henry Hodge, (a citizen of the United States, commanded by Henry Hodge, jr., built in Maine in the year 1790, and measuring 173 tons, was seized at sea by the French frigate *La Tamise* and taken into the port of Perros, France. The committee of public safety declared the vessel neutral, but the greater portion of the cargo was considered as being enemy's property, and was confiscated as such; it was decided also that the freight payable on the condemned portion should be paid to the master. The vessel had become unseaworthy in consequence of being run aground after cap-

ture, and the committee of public safety ordered that another vessel, also a prize, should be given to the master of the *Henry* to replace his own. The following appraisement was made by experts:

Appraisement in assignats	33,117	0	0
They fixed the amount to be allowed for detention at 376 pounds sterling, making in specie 9,024 *ls.*, which, at the rate of exchange which ruled at the beginning of Floréal, year 3, was equivalent in assignats to	126,336	0	0
They fixed the indemnity for traveling expenses at	11,536	18	2
Assignats	170,989	18	2
The same experts appraised the value of the prize vessel called the *Quaker*, which was given to the captain in order to replace his own (assignats)	82,622	0	0
Leaving as the amount due the captain (assignats)	88,367	18	2
Amount brought forward 88,367 18 2, which, at the rate of exchange that ruled in Floréal, 1,400 *ls.* per cent. specie	6,311	5	7
The same experts, moreover, fixed the amount of the freight payable on the portion of the cargo which had been condemned at £589 13 7, making in specie	14,151	18	10
Plus the sum of 400 Spanish hard dollars, as traveling expenses for the captain's return to America, which at the rate of 5 1 8*d*, which is fixed by law, make in specie	2,140	0	0
	22,603	4	4
Interest on this amount at 5 per cent., computed from the 25th of Ventose, year 3, which is the date of the decision of the arbitrators, up to Ventose 30th, year 10, the supposed date of the final payment	7,832	11	5
	30,435	15	10

The commercial agent of the United States thereupon claimed from the French Government in behalf of the master (Hodge) the sum of 30,435 livres, 15 sous, and 10 denier for the causes stated. It is admitted that the owner (Hodge) received the sum of $3,798.67.

II.

The claim was presented to the commission organized under the treaty of 1803 and dismissed as not within their jurisdiction.

III.

Nothing is claimed here on account of the cargo and there is no evidence that the decision of the French authorities (that the cargo was the property of enemies) was incorrect.

IV.

This claim was not a claim growing out of the acts of France allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain, concluded on the 22nd of February, 1819, and was not allowed in whole or in part under the provisions of the treaty between the United States and France of the 4th of July, 1831.

The claimant, in his representative capacity, is the owner of said claim, which has never been assigned except as aforesaid.

CONCLUSIONS OF LAW

The court decide, as conclusions of law, that the seizure is not shown to have been illegal or in violation of Articles XII, XIII, and XXIII of the treaty of 1778, but the owner of the vessel had, in view of the facts, a claim upon the French Government on account of freight, damage, and detention, which claim has been settled, and the claim was not one of those relinquished to France by the Government of the United States by the treaty concluded September 30, 1800, between the United States and the

French Republic in part consideration of the relinquishment of certain national claims of France against the United States, and that the claimant is not entitled to any recovery from the United States.

BY THE COURT.

Filed February 11, 1889.
A true copy.
Test, this 14th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. French spoliations. (Act of January 20, 1885, 23 Stat., L., 283.) Vessel, ship *Joanna*—master, Boggs.]

Case.	Claimant.
No. 1581.	Henry V. Lester, administrator of the estate of James Barr, deceased.
3158.	Lewis P. Winston, administrator of the estate of William Brown, deceased.

CONCLUSIONS OF FACT.

These cases were tried before the Court of Claims. The claimants were represented by William E. Earle, esq., and the United States, defendants, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General Robt. A. Howard.

The court, upon the evidence and after hearing the arguments and considering same, with the briefs of counsel on each side, determine the facts to be as follows:

I.

James Stewart and James Barr were both citizens of the United States, and they did business in Philadelphia under the firm name of Stewart & Barr. The firm owned the ship *Joanna*, a merchant vessel of the United States of 284$\frac{8}{95}$ tons burthen, built in North Carolina in 1796, registered in Philadelphia in 1797, and commanded by Alexander Boggs.

II.

June 29, 1798, at Philadelphia, articles of affreightment were entered into by and between William Maclure & Co., acting for Alexander Brydie & Co., of Richmond, and said Stewart & Barr, whereby the latter chartered said ship *Joanna* to said Brydie & Co., to carry a cargo of tobacco and staves from City Point, Va., to Bristol, England, in consideration whereof said Brydie & Co. agreed to pay as freight the sum of £4 7*s*. 12*d* on each hogshead of tobacco, and 5 per cent. upon the same.

III.

Sailing under this charter the *Joanna* left City Point in August, 1798, bound for Bristol, and laden with 291 hogsheads of tobacco. October 2, 1798, while on the high seas, in latitude 49 north, longitude 9, west of Greenwich, the *Joanna* was captured by a French privateer called the *Abeille*, whereof Fizelle was master, and carried into the port of La Rochelle, where ship and cargo were on the 17th November, 1798, condemned as good prize by the French tribunal, and were lost to the owners.

IV.

The grounds of condemnation were thus stated by the prize tribunal:

"Considering that although it may be proved by the register, charter party, and other papers that the ship *Johanna* is neutral American property belonging to citizens James Stewart and James Barr, citizens of the United States of America, this ship could not take the sea and sail with security with the protection of her passport, without being provided with other sea-papers prescribed by our laws; that this precaution was all the more necessary to her, being loaded with merchandise of which the ownership is not designated by any paper and destined for an enemy's port. Considering that the regulations of seventeen hundred and four and seventeen hundred and forty-four, and the twenty-sixth July, seventeen hundred and seventy-eight, de-

claring all foreign vessels good prize which have not aboard the role d'equipage delivered by the public officers of the neutral ports from which the vessels have sailed, that the decree of the executive power of the twelfth Ventose, fifth year, orders the execution of the said regulations in regard to the Americans.

"Considering that no role d'equipage was found on board the *Joanna*, delivered by a public officer of the place of her departure, but simply a list or agreement entered into between the captain and the crew, without being clothed with the signature of a public officer, that this ship is found consequently in contravention to the said regulations and is in the case of confiscation."

It appeared in the prize proceedings that there were found upon the *Joanna* among the papers a sea-letter, a Mediterranean passport, a register, the charter-party, a triplicate of the manifest, a clearance, an unsigned bill of lading, log books, and a crew list in the form of an agreement between the master and the crew having at its head a copy of the United States regulations for the conduct of merchant seamen, and containing a list of the seamen now rated, their monthly wages, date of coming on board, and advances made to them.

V.

Said ship was worth at the time of condemnation the sum of.....$12,800.00
Two-thirds of the freight was worth the sum of..... 4,133.33

The cargo was the property of the consignee, a subject of Great Britain.

VI.

It is not proved that James Barr of whom the claimant Henry V. Lester is administrator, was the surviving partner of said Stewart & Barr.

VII.

Said claims were not embraced in the convention between the United States and the Republic of France concluded on the 30th of April, 1803. They were not claims growing out of the acts of France allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain, concluded on the 22d of February, 1819, and were not allowed in whole or in part under the provisions of the treaty between the United States and France of the 4th of July, 1831.

It does not appear that said claims have ever been assigned.

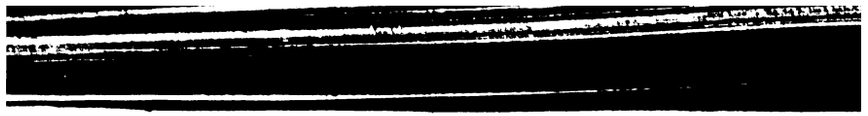
CONCLUSIONS OF LAW.

The court decides as conclusions of law that the seizure of the *Joanna* was legal; that the condemnation of the *Joanna* was illegal; that the condemnation of the cargo was legal; that the owners of the *Joanna* had a valid claim of indemnity upon the French Government prior to the ratification of the convention between the United States and the French Republic, concluded on the 30th day of September, 1800; that said claim was relinquished to France by the Government of the United States by said treaty in part consideration of the relinquishment of certain national claims of France against the United States, but that the claimant in this case has not shown himself entitled to any sum from the United States.

BY THE COURT.

Filed February 18, 1889.
A true copy.
Test, this 14th day of December, A. D. 1889.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.



51ST CONGRESS, 1st Session. | HOUSE OF REPRESENTATIVES. | MIS. DOC. No. 70.

COURT OF CLAIMS CASES.

Letter from the assistant clerk of the Court of Claims, transmitting findings of the Court of Claims in case of Edward Tearney, administrator of Samuel Ridenour, vs. The United States; Jacob Friend, executor of Henry Friend, deceased, vs. The United States; William B. Grover, administrator of Emily J. Grover, deceased, vs. The United States.

JANUARY 18, 1890.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 17, 1890.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the Court of Claims in each of the aforesaid causes, which cases were referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional No. 1446. Samuel Ridenour *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Samuel Ridenour, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed May 14, 1888.

Court of Claims. Congressional case No. 1446. Edward Tearney, administrator of Samuel Ridenour, deceased, *vs.* The United States.

At a Court of Claims held in the city of Washington on the 13th day of January, A. D. 1890, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion was transmitted to the court by the Committee on War Claims of the House of Representatives on the 12th day of Feb-

ruary, 1887. G. W. Z. Black, esq., appeared for the claimant, and the Attorney General, by W, I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was afterwards brought to a hearing on its merits. The claimant, in his petition makes the following allegation:

"That as legal representative your petitioner has a claim against the United States for stores and supplies taken by or furnished to the Army of the United States, for Army use, at or near Charlestown, Jefferson County, West Virginia, at the times hereinafter stated and by the officers named, said property being reasonably worth at the time and place the value here given, that is to say:

Item.	Quantity and kind.	Value.	When and by whom taken.
1	6 tons hay, at $20	$120	May, 1862.
2	1 carriage and harness	150	Do.
3	5 tons hay, at $20	100	Aug., 1864, General Wright.
4	400 bushels corn, at $1	400	Do.
5	6,000 pounds pork, at 15 cents	900	Do.
6	100 bushels potatoes, at $2	200	Do.
7	860 pounds bacon at, 25 cents	215	Do.
8	7 horses, at $175	1,225	Do.
9	4,980 pounds mutton, at 15 cents	747	Do.
10	4,000 pounds beef, at 15 cents	600	Do.
11	30 cords wood, at $2	60	Sept., 1864, Captain Manning.
12	5 tons hay, at $20	100	Do.
13	100 bushels oats, at 80 cents	80	Do.
14	158 bushels oats, at $1	158	Eighth Regiment New York Cavalry, Aug., 1864.
15	5 tons hay, at $20	100	Sept. 1, 1864, General Crook.
16	30 cords wood, at $2	60	April 14, 1865, General Fessenden.
17	20 cords wood, at $3	60	Do.
18	1 2-year colt	150	Aug., 1864, General Emory.
	Total	5,425	

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There was taken from Samuel Ridenour, since deceased, from his farm in Jefferson County, W. Va., by the forces of the United States, acting under authority, and appropriated to the use of the Army during the late war, stores and supplies of the value of $1,815.

BY THE COURT.

Filed January 13, 1890.

A true copy.
Test, this 17th day of January, A. D. 1890.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 4252. Jacob Friend, Executor, etc., *vs.* the United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Henry Friend, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

Filed April 15, 1889.

[Court of Claims. Congressional case No. 4252. Jacob Friend, Executor of Henry Friend, deceased, *vs.* The United States.]

At a Court of Claims held in the city of Washington on the 13th day of January, A. D. 1890, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of House of Representatives on the 12th day of April, 1888.

G. W. Z. Black, esq., appeared for claimant, and the Attorney General, by Henry M. Foote, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits. The claimant, in his petition, makes the following allegations:

That he has a claim "against the United States for stores and supplies taken by or furnished to the Army of the United States for army use at or near Breathedsville, Md., at the time hereinafter stated, and by the officer named, said property being reasonably worth at the time and place the value here given, that is to say: Item 1, 10,903 rails, at 5 cents, $541.15. Item 2, 600 bushels wheat, at $1.20, $720. Item 3, 50 cords timber, at $1, $50. Item 4, 78 locust posts, at 37½ cents, $25.87. Item 5, 64 panels board fence, at $1.62½, $103; all taken in July, 1863, by Federal Army under command of General Meade."

The court, upon the evidence, and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

There were taken from the claimant's testator, Henry Friend, during the late war, from his farm in Maryland, by the military forces of the United States and applied to the use of the Army, stores and supplies of the value of $570.

BY THE COURT.

Filed January 13, 1890.
A true copy.
Test, this 17th day of January, A. D. 1890.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional No. 474. William B. Grover, administrator, etc. *vs.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Emily J. Grover, since deceased, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the States throughout said war.

Filed June 18, 1888.

[Court of Claims. Congressional case No. 474. William B. Grover, administrator of Emily J. Grover, deceased, *vs.* United States.]

At a Court of Claims held in the city of Washington on the 28th day of May, A. D. 1889, the court filed the following statement of case and findings of fact, to wit:

STATEMENT OF CASE.

The claim in the above-entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 9th day of February, 1886.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by William I. Hill, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 18th day of June, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 14th day of May, 1889. The claimant in his petition makes the following allegations:

That the claimant's decedent, Mrs. Emily J. Grover, had taken from her farm in Henrico County, Va., for the use of the Army, the following-described property:

Material in—

Dwelling-house	$2,400.00
Barn and stable	400.00
Smoke-house	150.00
Kitchen	90.00
Corn-house and granary	90.00
Two poultry-houses	75.00
Yard and garden fence	50.00
Rail fence	112.00
Board fence (1½ inches)	165.00
Board fence (12,500 feet)	187.50
60 acres (1,500 cords) wood	3,750.00
10,000 feet lumber	150.00
1 horse	290.00
1 horse	175.00
1 cow	60.00
15 hogs	300.00
1 carriage and harness	100.00
40 tons hay	800.00
180 bushels wheat	300.00
180 bushels potatoes	150.00
36 acres corn	950.00
Farming implements	245.00
House and kitchen furniture	200.00
Total	11,400.50

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

That there was taken for the use of the Army by proper military authority of the property described between July 6, 1864, and April, 1865, quartermaster stores and commissary supplies the fair and reasonable value of which was $3,025.

BY THE COURT.

Filed May 28, 1889.
A true copy.
Test, this 17th day of January, A. D. 1890.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 71.

ALLIE V. ASKEW.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the order of the Court of Claims, setting aside former findings and granting a new trial in the case of Allie V. Askew, administratrix of W. W. Neely, v. The United States.

JANUARY 18, 1890.—Referred to the Committee on War Claims, and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 16, 1890.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the order of the court setting aside former findings and granting new trial in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional No. 500. Allie V. Askew, administratrix of the estate of W. W. Neely, deceased, *vs.* The United States.]

At a court of claims held in the city of Washington on the 18th day of November, 1889, the court made the following order, to wit:

MOTION FOR NEW TRIAL AND ORDER THEREON.

The claim in the above entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives, on the 12th day of February, 1886.

T. H. N. McPherson, esq., and G. A. Jordan, esq., appeared for claimant, and the Attorney-General by Heber J. May, esq., his assistant and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 13th day of December, 1886, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout the said war.

The case was subsequently brought to a hearing on its merits, and on the twenty-first day of March, 1887, the court made and filed a finding of facts, which was reported to Congress for said committee, December 7, 1887.

On the 22d day of December, 1888, the Attorney-General made a motion for a new trial on the ground of newly discovered and material evidence, upon the question of

loyalty of the claimants intestate, consisting of vouchers a
for supplies sold and delivered to the Confederate States i
gence on the part of the defendants before the trial having b
edge of said vouchers having first came to the Attorney-G
said case to Congress.

The motion was brought to trial December 31, 1888, and
attorneys were fully heard thereon.

And now after due consideration of the premises the cou
and injustice may be done the United States, unless a new tr
defendants may be allowed to present the newly discovered
motion; and therefore a new trial is granted, and the form
And it is further ordered that the foregoing be certified by t
Congress for the Committee on War Claims of the House of

Filed November 18, 1889.
A true copy.
Test, this 16th day of January, 1890.

[SEAL.] *Assistan*

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 72.

ZOOLOGICAL PARK COMMISSION.

JANUARY 18, 1890.—Referred to the Committee on Appropriations and ordered to be printed.

LETTER FROM THE SECRETARY OF THE SMITHSONIAN INSTITUTION TRANSMITTING A REPORT OF THE ZOOLOGICAL PARK COMMISSION.

SMITHSONIAN INSTITUTION,
Washington, D. C., January 17, 1890.

SIR: I am instructed by the Commission for the establishment of a zoological park in the District of Columbia to present a report. This report, signed in duplicate, I have the honor to inclose to you.

Very respectfully, yours,

S. P. LANGLEY,
Secretary Smithsonian Institution,
And Secretary Zoological Park Commission.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

REPORT OF THE PROCEEDINGS OF THE COMMISSION TO ESTABLISH A ZOOLOGICAL PARK IN THE DISTRICT OF COLUMBIA.

OFFICE OF THE ZOOLOGICAL PARK COMMISSION,
Smithsonian Building, Washington, January 16, 1890.

To the Senate and House of Representatives in Congress assembled:

The Commission for the establishment of a zoological park has the honor to report that by the terms of the act of Congress entitled "An act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1890, and for other purposes" (approved March 2, 1889), section 4 of which provides "for the establishment of a zoological park in the District of Columbia," this Commission was created and charged with the duty of selecting, within a specified area, a tract of land suitable for a zoological park, and of purchasing the same for the Government; and for this purpose an appropriation of $200,000 was made.

The Commission was authorized and directed to make an inspection of the country along Rock Creek, between Massachusetts avenue and the point where said creek is crossed by the military road leading west from Brightwood, and to select from that district of country a tract of land of not less than 100 acres, and which shall include a section of the creek, such as the Commission shall deem suitable and appropriate for a zoological park "for the advancement of science and the instruction and recreation of the people."

On March 9, 1889, the Commission held its first meeting, effected an organization, and immediately thereafter began to inspect the country situated between the two points on Rock Creek that were designated by Congress. At the request of the Commission the Director of the Geological Survey caused to be prepared a preliminary map, based on the charts of the U. S. Coast and Geodetic Survey, showing the ownership of each separate parcel of real estate in the region available for the location of the park.

The members of the Commission made repeated personal tours of inspection to and through the various portions of the Rock Creek region between Massachusetts avenue extended and the military road, a tract of country over 3 miles in length, every portion of that region being visited and studied until the relative merits of the different possible sites for a zoological park were all considered.

Inasmuch as the act required that the first step toward condemnation proceedings should be the locating of the park, and the filing in the public records of a careful map of the same, "showing the location, quantity, and character of each parcel of private property to be taken," the Commission found itself confronted with the danger of locating a park which might afterward be condemned and appraised at a total valuation in excess of the amount appropriated. In view of this, of the numerous holders, and of the excessive prices in many cases demanded, it was decided to invite the various owners of lands along Rock Creek, between the two points indicated, to state to the Commission in writing the lowest prices at which they would be willing to sell all, or certain specified portions of their lands, for the purposes of a zoological park.

Accordingly, on April 15, a circular letter was prepared and sent to each of the various land owners, and a copy of the same is appended herewith, marked Exhibit A. The Commission also caused an advertisement to be inserted in various newspapers published in the city of Washington, likewise calling upon the owners of land in the Rock Creek region, between the crossing of Massachusetts avenue extended and the military road, to state their lowest prices for the same. The replies received in answer to this circular letter and advertisement were generally unsatisfactory, in nearly every case the price asked being believed by the Commission to be in excess of the actual market value of the land, and in several instances being many times what seemed to it to be likely to be asked of a private purchaser.

Finding it impracticable to secure any co-operation from the property owners in its efforts to ascertain the value of land before locating the park, the Commission sought in various directions data for reliable information as to these values; and, among other inquiries, asked the advice of prominent and disinterested citizens of Washington, whom it had reason to suppose possessed special ability in the determination of the value of real estate, these gentlemen giving much time and pains to enable them to answer the Commission's questions, without compensation or reward.

When the Commission felt that it had from these various sources acquired a preliminary knowledge of the prices which might reasonably be expected to result from the condemnation, it proceeded to locate the park. After a full consideration of the relative merits of the different available sites, it was decided that the location proposed to Congress during the consideration of the Zoological Park bill was the best to be found, and indeed so well adapted to the purpose in view that, apart from the question of cost, it stood almost without a rival.

Greatly to the satisfaction of the Commission, it was finally able to acquire a site in the region indicated to Congress by the maps and models submitted at the time of the final debate*, at a cost within the estimates submitted to Congress by the Secretary of the Smithsonian Institution, it being in fact able to purchase here at prices lower than were demanded in situations more remote from the city. In accordance with its best judgment, the Commission, finding itself thus able to secure more land than it had originally contemplated the possibility of doing, included in the area of the site about 167 acres, commencing at a point within less than 2 miles of the Executive Mansion.

On May 17, 1889, the general location and area was determined upon, and immediately thereafter the Director of the Geological Survey was requested to survey the same, and prepare a map in accordance with the requirements of the act for the establishment of the park.

Although many expressed the opinion that it would be found impossible for the Government to acquire any of the land by agreement at prices which would be given by a private purchaser, the Commission is able to report that of the entire 166.48 acres included in the park, it has finally succeeded in securing 131.14 acres by agreement with the several owners thereof, at prices satisfactory to all concerned. The Commission desires to place on record the fact that in its negotiations for the purchase of this land for the United States Government it was finally met by land-holders who owned nearly four-fifths of the park site in a spirit of fairness, and even liberality in some cases, which is certainly unusual in such transactions when the Government is the purchaser. The names of these holders will appear elsewhere in this report, in the schedule of property and property owners.

Of the remaining 35.34 acres in the park site, 34.49 acres will have to be acquired through condemnation proceedings, which are now in progress, and the balance of .84 of an acre is already the property of the Government. The Commission has to acknowledge the tender to them as a gift of 5.10 acres of land from the Woodley Park Syndicate, represented by Mr. H. P. Waggaman, which was legally acquired for the nominal consideration of $1.

On November 21 the survey of the park was completed, and a careful and accurate map thereof was furnished by the Director of the Geological Survey and filed by the Commission in the public records of the District of Columbia, as required by law; and your Commission believes itself justified in the statement that the site is commodious, accessible, and adapted by nature to the special ends it is intended to serve, in a degree beyond any belonging to any other city.

On November 22 the Commission submitted to the President, with a copy of the map of the park showing the tracts condemned for public uses, a schedule of what it considered to be just compensation in each case, and this compensation the President approved on November 26. The Commission is now proceeding to settle as rapidly as it can with the owners whose lands are to be acquired by mutual agreement.

In the following schedule the land to be acquired by agreement is shown distinct from that where the owners have refused the Commis-

(* Congressional Record, March 1, 1889, p. 2663.) Mr. DIBBLE. * * * In the first place, Mr. Speaker, the project as set forth in the bill is for the purchase of not less than 100 acres of land, as members will see from the design and plan in front of the Reporter's desk. I am speaking to the Zoological Park bill, a bill reported by the Committee on Public Buildings and Grounds, in accordance with the design and plan now in front of the Reporter's desk.

sion's prices and where the land remains to be acquired by the process of condemnation specified in the act:

Land acquired by agreement with the owners.

Owner.	Acres.	Price agreed upon.
Miss A. E. J. Evans	94.050	$94,860.00
Heman D. Walbridge	14.450	14,450.00
Woodley Park Syndicate	5.103	1.00
The Messrs. Waggaman	2.350	5,875.00
Henry C. Holt	13.360	40,000.00
Mrs. M. Caney	1.440	3,060.00
Mrs. E. L. Dunn *et al*	.392	170.76
Total	131.145	158,356.76

List of property which must be acquired by condemnation.

Owner.	Acres.	Valuation offered by Commission and approved by President.
Pacificus Ord	24.570	$9,828.00
J. P. Klingle	6.180	4,991.00
Part colored cemetery	1.700	3,060.00
E. E. Hayden	.670	800.00
McPherson & Finley	.315	200.00
	33.435	18,772.00
Quarry road (public property)	.846	
Section in stream bed of unclaimed ownership	1.060	
Total	1.906	
Grand total	166.486	177,128.76

The Commission calls attention to the fact that the accuracy of the estimates of the probable cost of this land, submitted by the Smithsonian Institution to the Appropriation Committees of both houses of Congress, and repeatedly referred to in debate, has been verified by the cost of the purchases made up to date. Of the site of 121 acres that was originally marked out on the maps and models submitted to Congress, 90 acres have now been purchased by agreement. The estimate to Congress of the cost of these 90 acres, taken separately, was $109,750, whereas the actual cost of this ground, by agreement, is $104,316. The plans herewith submitted show—

(1) The relative area and location of the park, on a general map of the city and suburbs.

(2) The actual metes and bounds with the names of the original owners, on a copy of the map described in the act.

Judging from the progress thus far, it now seems probable that the land remaining to be acquired by condemnation and appraisement proceedings, will cost the Government a sum not widely differing from the Commission's valuation; and if this should prove to be the case, after allowing for incidental expenses, the total cost of the entire site will fall so far within the $200,000 appropriated, even after the purchase of about 45 acres beyond the originally contemplated area, as to leave a balance, which may be applied to necessary preliminary expenses.

Before the expiration of the present fiscal year the Zoological Park Commission will have completed the duties with which it was charged

by the act of Congress which called it into existence, and the title to the lands it has purchased will be vested in the United States. Pending the completion of the condemnation proceedings now in progress, and the submission of a final report, it is extremely desirable that Congress should enact further legislation in regard to the park. The Commission has no authority to put up fences and lay out roads or grounds, or to erect buildings, nor is it even certain that it has the right to accept donations. The park is declared by Congress to be "for the advancement of science and the instruction and recreation of the people." In the construction of ponds and lakes, and the erection of inclosures and buildings for the purposes of zoological science, a stage will soon be reached where scientific direction seems obviously desirable; and it is respectfully represented to Congress that any means for laying out and improving the grounds can be most advantageously used in view of the purpose of Congress as to the ultimate disposition of the park now when the foundations of its future usefulness are being laid.* If the very considerable collection of living animals now in the custody of the Smithsonian Institution is to form the nucleus of the zoological park collection its transfer should be effected by legislative enactment and suitable measures taken for its maintenance. The Commission is of the opinion that the collection referred to should, with the consent of the regents of the Institution, be transferred to the zoological park as soon as possible after the Government takes full possession of the site.

JOHN W. NOBLE,
Secretary of the Interior,
J. W. DOUGLASS,
Prest. Board Com. Dis. Col.,
S. P. LANGLEY,
Secretary Smithsonian Institution,
Commissioners for the establishment of a Zoological Park in the District of Columbia.

EXHIBIT A.

OFFICE OF THE COMMISSIONERS OF THE ZOOLOGICAL PARK,
Smithsonian Institution, Washington, D. C., April 15, 1889.

SIR: In accordance with an act of Congress approved March 2, 1889 (Public No. 113), for the establishment of a zoological park in the District of Columbia, the Commissioners created by this act, and charged with the duty of its fulfillment, give notice that they have been "authorized and directed to make an inspection of the country along Rock Creek, between Massachusetts avenue extended and where said creek is crossed by the road leading west from Brightwood (commonly known as the Military road), and to select from that district of country such a tract of land, of not less than 100 acres, which shall include a section of the creek, as said Commission shall deem to be suitable and appropriate for a zoological park."

They further give notice that the act declares:

"That the said Commission shall cause to be made a careful map of said zoological park, showing the location, quantity and character of each parcel of private property to be taken for such purpose, with the names of the respective owners inscribed

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* (Congressional Record, March 1, 1889, p. 2662.) Mr. BRECKINRIDGE. I append the report of the Committee on Public Grounds that the record may show the exact object in view. There is absolute protection from jobbery in the fact that this is to be under the supervision of the Smithsonian Institution.

(P. 2663.) Mr. DIBBLE. We are proud of the Smithsonian, and the Smithsonian has already, by gift, not by purchase, the nucleus of a collection, * * * and I am informed by the Secretary of the Smithsonian that this place furnishes the right kind of location * * * for the propagation and perpetuation of these rapidly disappearing species of American animals, while at the same time it will serve the purposes of a public park.

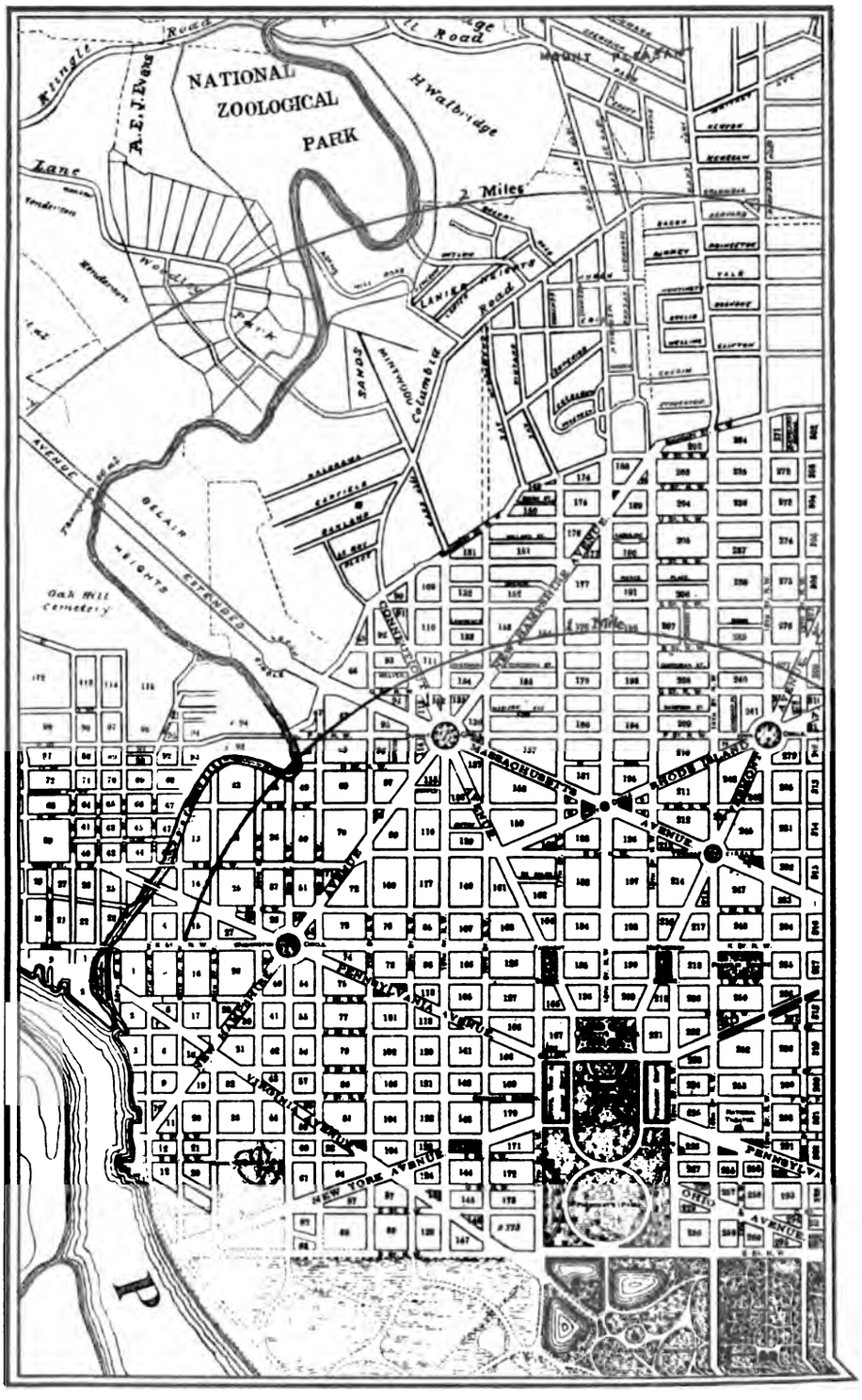
thereon, and the said map shall be filed and recorded in the public records of the District of Columbia; and from and after that date the several tracts and parcels of land embraced in such zoological park shall be held as condemned for public uses, subject to the payment of just compensation, to be determined by the said Commission, and approved by the President of the United States, provided that such compensation be accepted by the owner or owners of the several parcels of land."

"That if the said Commission shall be unable to purchase any portion of the land so selected and condemned within thirty days after such condemnation, by agreement with the respective owners, at the price approved by the President of the United States, it shall, at the expiration of such period of thirty days, make application to the supreme court of the District of Columbia, by petition, at a general or special term, for an assessment of the value of such land, and said petition shall contain a particular description of the property selected and condemned, with the name of the owner or owners thereof, and his, her, or their residences, as far as the same may be ascertained, together with a copy of the recorded map of the park; and the said court is hereby authorized and required, upon such application, without delay, to notify the owners and occupants of the land and to ascertain and assess the value of the land so selected and condemned by appointing three commissioners to appraise the value or values thereof, and to return the appraisement to the court; and when the values of such land are thus ascertained, and the President shall deem the same reasonable, said values shall be paid to the owner or owners, and the United States shall be deemed to have a valid title to said lands."

In view of the desirability, in selecting said site, of taking into account the value of the various parcels of land which the Commission has the power to include, the Commissioners hereby invite you, as an owner of property in the region indicated, to furnish them not later than May 1, 1889, with a written statement of the lowest price at which you will agree to sell, for the purpose named above, the following-described real estate, which they understand is owned by you, viz:

There is open for inspection in this office, between the hours of 2 and 4 p. m., a map showing the Rock Creek region, on which are laid down the names of real estate holders, and the bounds and contents of th ir properties, so far as these are known to the Commissioners.

JOHN W. NOBLE,
Secretary of the Interior,
WILLIAM B. WEBB,
Pres. Board Com. Dis. Col.,
S. P. LANGLEY,
Secretary, Smithsonian Institution,
Commissioners



MAP SHOWING THE LOCATION OF THE NATIONAL ZOOLOGICAL PARK.

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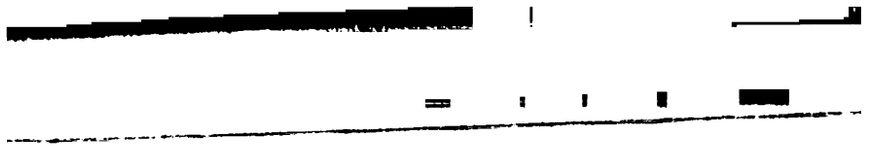


the Commission.

H Mis. 72 511

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 73.

PREAMBLE AND RESOLUTION RELATING TO THE SILCOTT MATTER.

JANUARY 18, 1890.—Referred to the Select Committee on Investigation of Sergeant-at-Arms, House of Representatives, and ordered to be printed.

Mr. MORGAN submitted the following

RESOLUTION:

Whereas there was deposited with John P. Leedom, sergeant-at arms of the House of Representatives of the Fiftieth Congress of the United States, various sums of money by various persons; and

Whereas it is shown by the report of the special committee appointed by the Speaker under a resolution of this House, which report is fully sustained by the evidence taken and submitted by the committee with their report, that there is now due by said John P. Leedom the following sums of money to the following persons, on account of said deposits, to wit:

T. M. Bayne	$163.18
W. C. P. Breckinridge	50.69
J. W. Candler	1,050.00
J. A. Geissenhainer	3,334.00
T. J. Henderson	150.00
W. D. Kelley	75.00
S. W. T. Lanham	620.00
W. D. Owen	18.81
J. A. Pickler	599.44
J. A. Reilly	267.00
M. A. Smith	68.22
W. Vandever	479.25
R. P. C. Wilson	916.00
W. P. Taulbee	50.00

and

Whereas it is conclusively shown by the evidence that none of these private deposits were taken by Silcott, but, on the contrary, were left in the possession and under the control of John P. Leedom; and

Whereas it is shown by the evidence that the sum of $16,657.34, taken from the National Metropolitan Bank, as reported by said committee, and now lying as a special deposit in the Treasury of the United States, under the order of this House, with the consent of said John P. Leedom, consists entirely of private deposits and is largely in excess of the balance now due said depositors: Therefore,

Be it resolved by the House of Representatives of the United States, That George E. Adams, a Representative from the State of Illinois and chairman of said committee, be, and he is hereby, authorized and directed, with the consent of said John P. Leedom, to take from the package of money received from the said National Metropolitan Bank, a sum of money sufficient to pay the indebtedness found due by the committee to the persons as herein stated, and take their own or the receipts of their legal representatives for the same.

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 74.

THE BRIG POLLY AND THE BRIG LITTLE SAM.

Letter transmitting conclusions of fact and of law by the Court of Claims in the respective matters of the Brig Polly and of the Brig Little Sam.

JANUARY 21, 1890.—Referred to the Committee on Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
WASHINGTON, *January* 18, 1890.

SIR: Pursuant to the order of the Court of Claims, I transmit herewith the conclusions of fact and of law filed by said court under the act approved January 20, 1885, in the following spoliation claims, to wit:

In the Matter of the Brig *Polly*, Hugh Smith, master.
Mary B. Scott, administratrix *de bonis non*, etc., of Jacob Clement, deceased.
Daniel Steinmetz, administrator *de bonis non*, etc., of John Steinmetz, deceased.
The Insurance Company of the State of Pennsylvania.
In the Matter of the brig *Little Sam*, William Hacquin, master.
Charles Hazlehurst, administrator *de bonis non* of Samuel Hazlehurst, deceased.
William Stokes Boyd, administrator *de bonis non* of William Stokes, deceased.
The Insurance Company of the State of Pennsylvania.
The President and Directors of the Insurance Company of North America.

In testimony whereof I have hereunto set my hand and affixed the seal of said court at Washington City this 18th day of January, A. D. 1890.

[SEAL.] JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Court of Claims. French spoliations. (Act of January 20, 1885, 23 Stat. L., 283.) Vessel, brig *Polly*—master, Hugh Smith.]

Case.	Claimant.
No. 1032.	Mary B. Scott, administratrix *de bonis non*, etc., of Jacob Clement, deceased, *v.* The United States.
No. 2384.	Daniel Steinmetz, administrator *de bonis non*, etc., of John Steinmetz, deceased, *v.* The United States.
No. 1401.	The Insurance Company of the State of Pennsylvania *v.* The United States.

CONCLUSIONS OF FACT.

These cases were tried before the Court of Claims. The claimants were represented by John S. Blair and Lawrence Lewis, jr., esquires, and the United States, defendant, by the Attorney-General, through his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General Robert A. Howard.

The court, upon the evidence, and after hearing the arguments and considering same, with the briefs of counsel on each side, determine the facts to be as follows:

I.

The *Polly* was a registered brigantine of the United States. She was owned by Jacob Clement, a citizen of the United States, residing in Philadelphia, Pennsylvania; was built at Providence, Rhode Island, in the year 1794, and was of 88— tons burden.

II.

The *Polly*, under command of Hugh Smith, sailed from Philadelphia December 7, 1798, on a commercial voyage, bound for Havana, Cuba, and laden with a cargo of provisions, groceries, wine, crockery, and glassware, lumber and furniture, owned, as hereinafter set forth, by the firm of Clement & Taylor, by John Steinmetz, and by John F. Dumas. The firm of Clement & Taylor consisted of Jacob Clement (the owner of the brigantine) and Bankson Taylor, who was also a citizen of the United States, as were said Steinmetz and Dumas.

November 17, 1800, the said firm of Clement & Taylor was dissolved, and all the outstanding debts, moneys, and effects of the partnership were assigned to Jacob Clement, who also survived said Taylor.

III.

On the 2d January, 1799, while on said voyage, and with cargo intact, the vessel made the Island of Cuba, when she was fired in to and boarded by two French privateers, one called the *Pointe Petrie* or *Le Diable Passe Partout*, and the other the *Pollen*. The privateers loaded their own vessels from her with provisions, wine, and other parts of her cargo, and then put on the *Polly* four carriage-guns, with fifteen men and a prize-master, who took her to a small uninhabited island among the mangroves and continued to unload her for four days. While thus lying at anchor she was, on the 15th January, attacked by an English privateer schooner, the *John and Edward;* was captured and taken to the Bahama Islands. There she and her cargo were libeled in prize in the British court of vice-admiralty at the instance of the commander of the *John and Edward*.

Hugh Smith, master of the *Polly*, appeared in the proceedings for Jacob Clement, Bankson Taylor, John Steinmetz, and John F. Dumas, as claimants, and it was adjudged that the guns and whatever arms and amunition had been put on board by the French were good and lawful prize to the captors, and that the vessel, with her books, tackle, furniture, apparel, and lading, should be restored to the owners thereof as neutral poroperty upon payment of one-sixth of the value of the same as salvage.

IV.

The vessel and goods still remaining on board were thereupon sold at auction for the payment of salvage.

The value of the vessel was		$2,000.00
The value of two-thirds of the freight was		1,467.00
The value of Clement & Taylor's share of the cargo was		4,892.29
There were paid by them also at New Providence as charges and commissions in addition to salvage		725.31
Total		9,084.60
For which they received—		
Proceeds sale of cargo (net)	$1,179.25	
Proceeds sale of vessel (net)	947.70	
		2,126.95
Net loss		6,957.65

V.

John Steinmetz shipped on the *Polly* for Havana merchandise worth the sum of $4,253, upon which he received as a result of the salvage sale $404, leaving his net loss $3,849.

VI.

The Insurance Company of the State of Pennsylvania, a corporation incorporated under the laws of Pennsylvania, did, on December 31, 1798, insure said John F. Dumas, an owner of cargo as hereinbefore stated, in the sum of $3,500, upon the cargo laden by him upon the *Polly* and destined for Havana, Cuba. The goods so insured consisted of thirty-three crates of earthenware and ten hogsheads of glassware, worth the sum insured.

After the loss hereinbefore described said insurance company paid said Dumas the sum of $3,430 as and for a total loss on said goods, whereupon Dumas, for this consideration, by virtue of a certain deed or indenture dated March 25, 1799, did abandon and did assign and cede so much of said goods and merchandise as was insured as aforesaid to the said company, together with the right to recover compensation or indemnity for the same. Subsequently there was returned to said company, as their proportion of the proceeds of said goods sold as aforesaid, after deducting salvage and costs, the sum of $1,098.10.

VII.

Said claims were not embraced in the convention between the United States and the Republic of France concluded on the 30th of April, 1803. They were not claims growing out of the acts of France allowed and paid in whole or in part under the provisions of the treaty between the United States and Spain concluded on the 22d of February, 1819, and were not allowed in whole or in part under the provisions of the treaty between the United States and France of the 4th of July, 1831.

The claimants, in their representative capacities, are the owners of said claims, which have never been assigned except as aforesaid.

CONCLUSIONS OF LAW.

The court decides as conclusions of law that said seizure and condemnation were illegal, and the owners and insurers had valid claims of indemnity therefor upon the French Government prior to the ratification of the convention between the United States and the French Republic concluded on the 30th day of September, 1800; that said claims were relinquished to France by the Government of the United States by said treaty in part consideration of the relinquishment of certain national claims of France against the United States; and that the claimants are entitled to the following sums from the United States:

Mary B. Scott, as administratrix *de bonis non cum testamento annexo* of the estate of Jacob Clement, deceased, to the sum of $6,957.65.

Daniel Steinmetz as administrator *de bonis non cum testamento annexo* of the estate of John Steinmetz, deceased, to the sum of $3,849.

The Insurance Company of the State of Pennsylvania, the sum of $2,331.

BY THE COURT.

Filed April 1, 1889.

A true copy.

Test, this 18th day of January, A. D. 1890.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. French spoliations. (Act of January 20, 1885, 23 Stat. L., 283.) Vessel, brig *Little Sam*—master, Hacquin.]

Case.	Claimant.
No. 2620.	Charles Hazlehurst, administrator *de bonis non* of Samuel Hazlehurst, deceased, *v.* The United States.
No. 2859.	William Stokes Boyd, administrator *de bonis non* of William Stokes, deceased, *v.* The United States.
No. 836.	The Insurance Company of the State of Pennsylvania *v.* The United States.
No. 868.	The President and Directors of the Insurance Company of North America *v.* The United States.

CONCLUSIONS OF FACT.

These cases were tried before the Court of Claims. The claimants were represented by Leonard Myers, Lawrence Lewis, Reginald Fendall, Jos. K. McCammon, and John S. Blair, esquires, and the United States, defendant, by the Attorney-General, through

his assistant in the Department of Justice, Benjamin Wilson, esq., with whom was Assistant Attorney-General Robert A. Howard.

The court, upon the evidence and after hearing the arguments and considering same, with the briefs of counsel on each side, determine the facts to be as follows:

I.

In the year 1798 Isaac Hazlehurst and Samuel Hazlehurst were doing business in the city of Philadelphia, Pa., under the firm name of Isaac Hazlehurst & Son. Both Isaac and Samuel Hazlehurst were citizens of the United States, and Samuel Hazlehurst survived Isaac Hazlehurst, and was the liquidating member of the firm.

II.

Said firm were the owners of one-half of the brig *Little Sam*, a registered merchant vessel of the United States, of 167 tons burden, built at Baltimore, Md., in 1797; the other half of the said brig being owned by William Stokes, also a citizen of the United States.

III.

In August, 1798, said brig left Philadelphia on a commercial voyage, bound for Havana, Cuba. She was commanded by one William Hacquin, and laden with shoes, German watches, handkerchiefs, linen, ribbons, mirrors, butter, hams, rice, glassware, flour, oil, vermicelli, soap, and wine, owned and insured as hereinafter stated. While prosecuting her voyage, and on the 13th day of September, 1798, in latitude 24° north and about in the longitude of the Bay of Matanzas, Cuba, the *Little Sam* was captured by a French privateer called *Le Marsouin*, whereof Hermand was master, was carried into Cape François as prize, and there, October 28, 1798, with her cargo, was condemned by the French tribunal, whereby both vessel and cargo were lost to the owners.

The ground of condemnation stated by the tribunal was that there were on board goods of English manufacture. An appeal from this decree was taken to the civil tribunal of the department of the North, which, November 19, 1798, affirmed the judgment below. In these proceedings there was expended in behalf of said firm and of said Stokes, owners, as aforesaid, the sum of $795.

IV.

Said Isaac Hazlehurst & Son and said Stokes shipped on said brig for the voyage aforesaid goods, wares, and merchandise, consisting of rice, sweet oil, castile soap vin de grave, vermicelli, flour, shooks, and glassware, worth the sum of $19,121.05 which goods, wares, and merchandise were owned in equal portions by them, to wit, one-half by said firm and one-half by said Stokes.

V.

"The Insurance Company of the State of Pennsylvania" and "The President and Directors of the Insurance Company of North America" are corporations, incorporated under the laws of the State of Pennsylvania. In these companies the following Insurance was effected by said Isaac Hazlehurst & Son and said Stokes for the voyage hereinbefore described:

In the Insurance Company of the State of Pennsylvania upon the brig, $3,000.

In the Insurance Company of the State of Pennsylvania upon the cargo, $19,000.

In the Insurance Company of the State of Pennsylvania upon the freight, $3,000.

By the President and Directors of the Insurance Company of North America upon the cargo, the additional sum of $2,000.

The premium paid for these policies was 20 per cent. on each, to wit, in all the sum of $5,400.

VI.

In addition to the cargo hereinbefore described, said William Stokes had on board said brig as his sole property certain other property, to wit, German watches, linen, handkerchiefs, ribbons, and mirrors, worth, with his commissions as supercargo, the sum of $1,631, upon which he effected the following insurance at a cost of $400 for premium:

By the President and Directors of the Insurance Company of North America in the sum of $2,000.

VII.

Ray King, a citizen of the United States, shipped on said brig on the voyage aforesaid leather shoes, owned by him, worth $500; this shipment was insured by the President and Directors of the Insurance Company of North America in the sum of $500.

VIII.

After the loss of vessel and cargo, hereinbefore described, the said insurance companies made the following payments to said Isaac Hazlehurst & Son and to said Stokes, said firm and said Stokes each receiving one-half of the several sums.

The Insurance Company of the State of Pennsylvania:

On account of vessel	$2,940.00
On account of freight	2,940.00
On account of cargo	18,620.00
On account of the expenses incurred as aforesaid (see Finding V)	529.80
Total	25,029.80

The President and Directors of the Insurance Company of North America:

On account of cargo	$1,960.00

Said "The President and Directors of the Insurance Company of North America" also made the following payments on account of policies issued by them and hereinbefore described:

To William Stokes, on cargo and commissions	$1,960.00
To Ray King, on cargo	490.08
On account of expenses	84.70

IX.

In consideration of the payments set forth in Finding VIII all the parties so insured and paid did, by certain indentures, assign and transfer so much of the said vessel, freight, and various parcels of goods and merchandise, as were insured as aforesaid, to the several insurers, in proportion to their respective insurances, together with all right to recover compensation or indemnity for and on account of the capture, condemnation, and loss of the same.

X.

The value of the brig at the time of the loss was the sum of $8,350.

The owners received from insurers the full value of the freight. Isaac Hazlehurst & Son and William Stokes suffered the following losses:

Value of vessel	$8,350.00	
Less insurance received	2,940.00	
		$5,410.00
Value of cargo	19,121.05	
Add insurance premiums paid	4,203.00	
	23,324.05	
Less insurance received	20,580.00	
		2,744.05
Total expenses incurred	795.00	
Less amount paid by insurers	614.58	
		180.42
Total loss		8,334.47

One-half of this sum is claimed by Charles Hazlehurst, administrator of Samuel Hazlehurst, surviving partner of Isaac Hazlehurst & Son, to wit, the sum of $4,167.28.

William Stokes suffered the following losses:

One-half of the above sum	$1,631.00	
His single venture		$4,167.23
Add insurance premium	401.50	
	2,032.50	
Less insurance received	1,960.00	
		72.50
Total loss		4,239.73

The Insurance Company of the State of Pennsylvania suff
Paid insurance on vessel .....
Paid insurance on freight .....
Paid insurance upon the cargo .....
Proportion expenses trial .....

The President and Directors of the Insurance Company o
the following loss:

Paid insurance upon cargo .....
Paid insurance upon the venture of Stokes .....
Paid insurance upon the venture of King .....
Proportion expenses at trial .....

Said claims were not embraced in the convention betwee
the Republic of France concluded on the 30th of April, 180
growing out of the acts of France allowed and paid in wh
provisions of the treaty between the United States and Sp
of February, 1819, and were not allowed in whole or in part
the treaty between the United States and France of the 4th
The claimants, in representative capacities, are the owne
have never been assigned except as aforesaid.

CONCLUSIONS OF LAW.

The court decides as conclusions of law that said seizure
illegal, and the owners and insurers had valid claims of ind
French Government prior to the ratification of the conve
States and the French Republic concluded on the 30th day
said claims were relinquished to France by the Government
said treaty in part consideration of the relinquishment of c
France against the United States; and that the claimants
ing sums from the United States:

Charles Hazlehurst, administrator, etc., to the sum of .....
Wm. Stokes Boyd, as administrator, etc. to the sum of .....
The Insurance Company of the State of Pennsylvania to the
The President and Directors of the Insurance Company of
to the sum of .....

A true copy.
Test, this 18th day of January, A. D. 1890.
[SEAL.]

Assistant

Filed April 29, 1889.

O

51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 75.

PUBLIC PRINTER'S RESPONSE RELATIVE TO ANNUAL REPORT OF THE CHIEF OF ENGINEERS.

LETTER

FROM

THE PUBLIC PRINTER,

IN RESPONSE TO

A resolution of the House calling for information respecting the delay in printing the Annual Report of the Chief of Engineers, relating to the improvement of rivers and harbors, and the reports of the Mississippi and Missouri River Commissions.

JANUARY 21, 1890.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

OFFICE OF THE PUBLIC PRINTER,
Washington, January 21, 1890.

SIR: I have the honor to acknowledge the receipt of the following resolution, which was passed by the House of Representatives yesterday:

Whereas section 8 of an act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved August 11, 1888, specially requires that the Annual Report of the Chief of Engineers and subordinate engineers, relating to the improvement of rivers and harbors, and the Report of the Mississippi and Missouri River Commissions, shall be printed with an accurate and comprehensive index thereof, on or before the first Monday in December in each year, for the use of Congress; and

Whereas the said reports were not supplied to the document-room of the House for the use of this Congress by the first Monday in December, and have not even yet been supplied: Therefore,

Resolved, That the Public Printer be, and hereby is, directed to inform the House why the reports aforesaid have not been printed and furnished for the use of Congress, as required by law, and to state in this connection the time when the manuscript of said reports was placed in his hands.

In response to this resolution, I have to say that the manuscript for the report in question was placed in my hands October 2, 1889. The delay in the completion of the report has been occasioned solely by the fact that it contains a much larger number of illustrations than for several years past. The last of the text was printed on the 6th of December, but could have been printed much sooner had the illustrations been received from the contractor. All of the illustrations are now in hand, and the report will be delivered to-day.

The period between the date of the receipt
trations from the Chief of Engineers (Octob
fixed by law for the delivery of the completed
which to have so large a number of illustratio
properly placed in the volumes.

Very respectfully,

Hon. THOMAS B. REED,
Speaker of the House of Representati

51ST CONGRESS, 1st Session. } HOUSE OF REPRERENTATIVES. { MIS. DOC No. 76.

SHORT METHOD OF SPELLING

JANUARY 13, 1890.—Referred to the Committee on Printing and ordered to be printed.
APRIL 2, 1890.—Ordered to be reprinted.

Mr. LAWLER submitted the following

RESOLUTION:

Resolved by the House of Representatives (the Senate concurring), That the Public Printer be and is hereby directed, in all work for Congress and for the Departments begun after passage of this resolution, to adopt the following rules for amended spellings, except in educational and other works where a different orthography may be required:

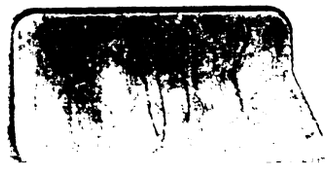
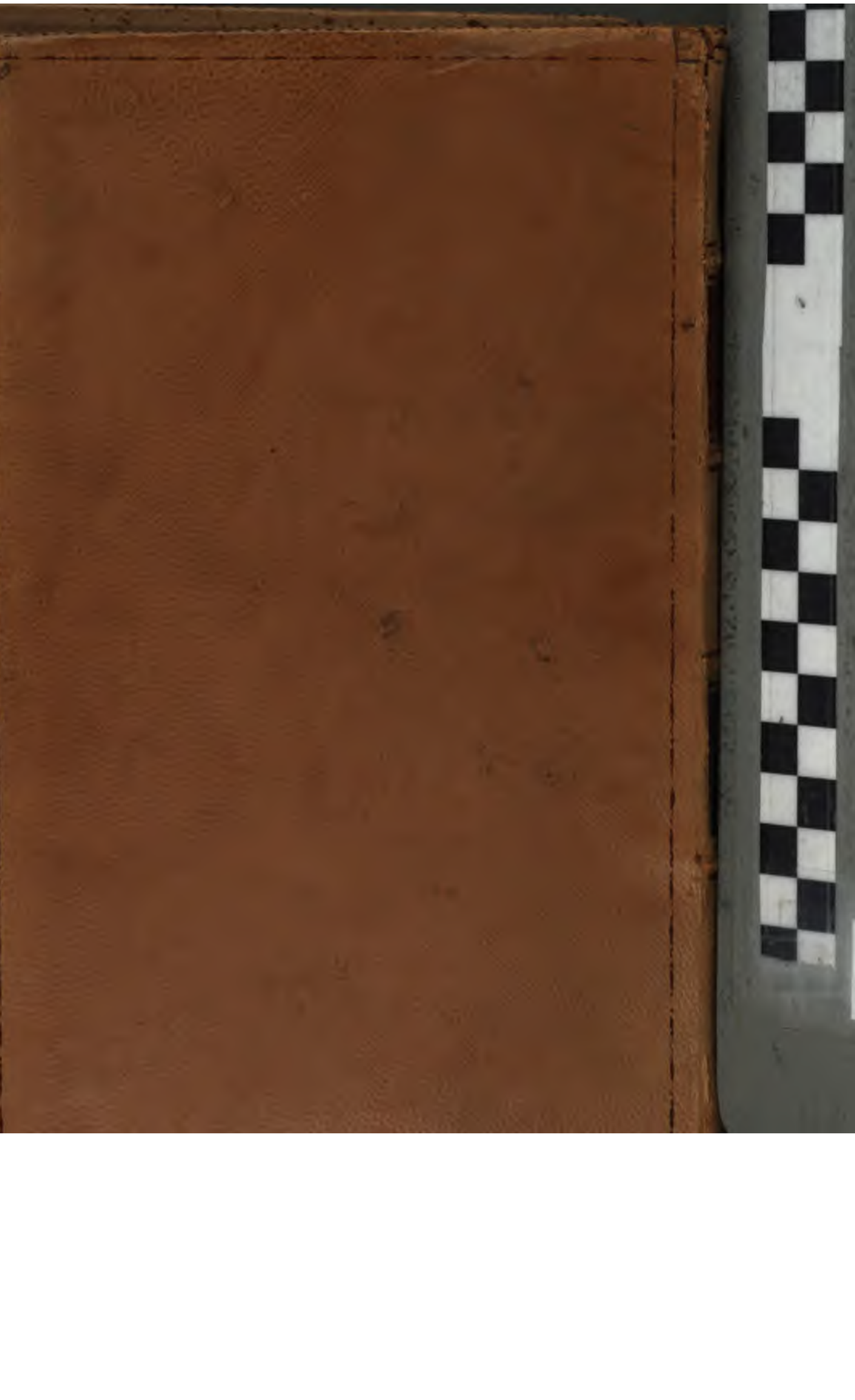
First. Drop *ue* at the end of words like dialogue, catalogue, etc., where the preceding vowel is short. Thus spell demagog, epilog, synagog, etc. When the preceding vowel is long, as in prorogue, vogue, disembogue, retain final letters as at present.

Second. Drop final *e* in such words as definite, infinite, favorite, etc., when the preceding vowel is short. Thus spell opposit, preterit, hypocrit, requisit, etc. When the preceding vowel is long, as in polite, finite, unite, etc., retain present forms unchanged.

Third. Drop final *te* in words like quartette, coquette, cigarette, etc. Thus spell cigaret, roset, epaulet, vedet, gazet, etc.

Fourth. Drop final *me* in words like programme. Thus spell program, oriflam, gram, etc.

Fifth. Change *ph* to *f* in words like phantom, telegraph, phase, etc. Thus spell alfabet, paragraf, filosofy, fonetic, fotograf, etc.

Sixth. Substitute *e* for the diphthongs *æ* and *œ* when they have the sound of that letter. Thus spell eolian, esthetic, diarrhea, subpena, esofagus, atheneum, etc.

N. B. No change in proper names.